

JANUARY 26, 1951

# *The* Autocar

9

THE *A70 Hereford* — A FINE NEW CAR FROM AUSTIN



Faithful to the English tradition,  
the Hereford will further the good  
name of Britain in many lands  
overseas and bring to home motorists  
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CONTROLS  
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# Was it HIS fault?

He couldn't prevent "the other fellow" cutting across.

But he *could* have made sure his brakes were efficient.

How good are *yours*? Brakes wear down so gradually . . . you may not notice.

But your repairer can tell, in a few minutes. Just ask him to test them for you, and adjust if necessary.



## HERE'S THE BEST SAFETY RULE YOU CAN FOLLOW:

*Test your brakes when you  
change your oil—  
every 2,000-3,000 miles*

# FERODO

BRAKE LININGS

MAKE MOTORING SAFE

THERE IS A FERODO BRAKE LINING SPECIALLY  
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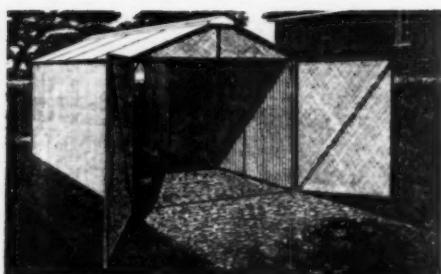
1. Does pedal go down nearly to floor?
2. Do brakes grab, chatter, or make grinding sound?
3. Do brakes fail to respond to increased pedal pressure?
4. When you brake, does steering pull to one side?

If the answer to any of these questions is "Yes," your brakes need attention—quickly.

But even without an obvious fault, they may be deceiving you dangerously. A test will tell.

Generally, adjustment restores full brake-power. But when at last it's time to reline, remember that Ferodo linings are made in correct grades for every motor vehicle on the road, and are fitted as standard equipment by the makers of most British cars.

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7	12 v. 55 amp. 11-1/2" x 6-13/16" x 8"...	78/- 7/-	78/- 7/-	
Carryalls 8/10/-	Returnable on Crates			
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10	Car radio, 12 volt 200-250	— 8/-	6/-	
5	Battery chargers 250-320	37/6 1/-	37/6 1/-	
6	A.C. Charge ad 1 amp. 37/6	47/6 1/-	47/6 1/-	
7	Battery chargers, 250-320	37/6 1/-	37/6 1/-	
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10	Bumper bars, for Lancaster 10, ad new 4/9	— 10/-	10/-	
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15	Light car tanks with handles	15/6 8/-	8/-	
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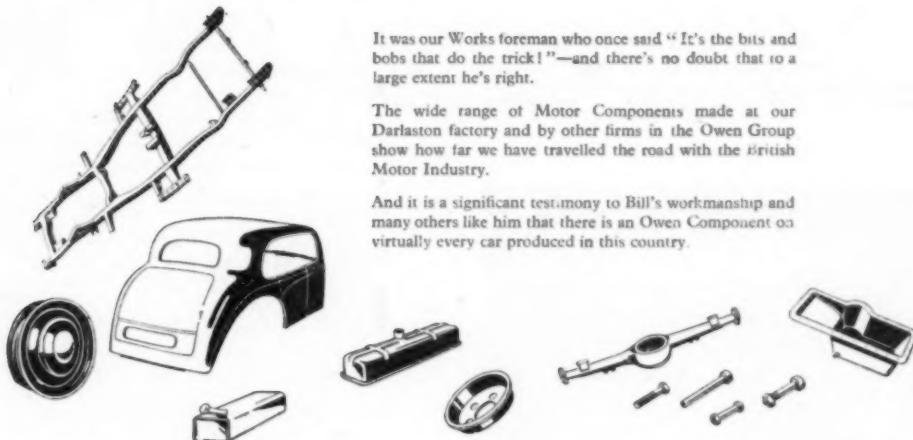
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The wide range of Motor Components made at our Darlaston factory and by other firms in the Owen Group show how far we have travelled the road with the British Motor Industry.

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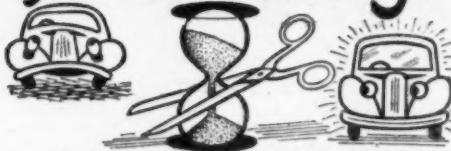


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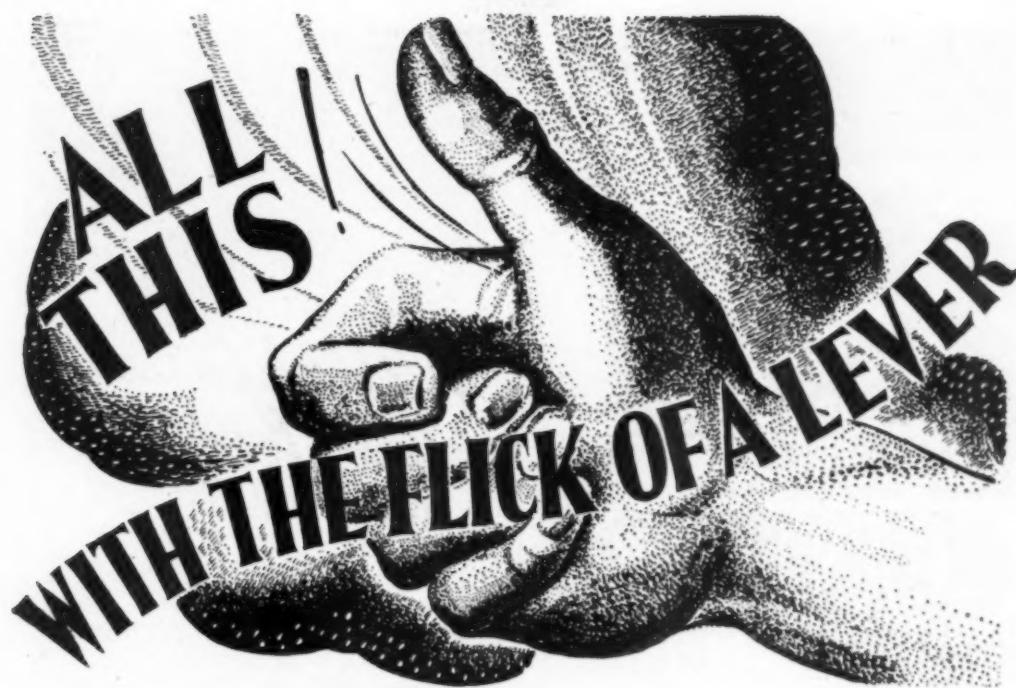
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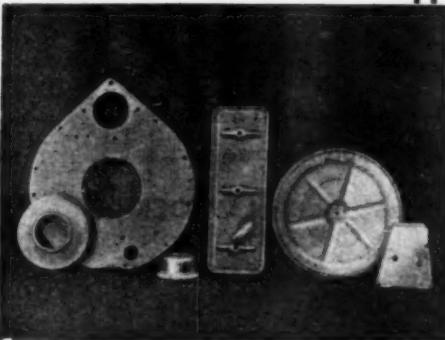


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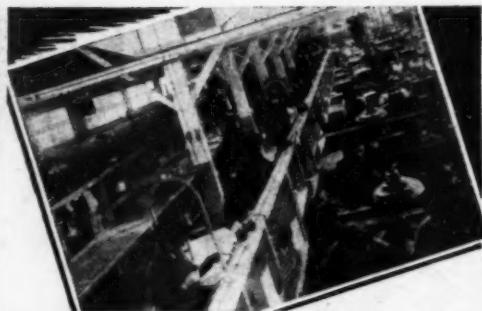
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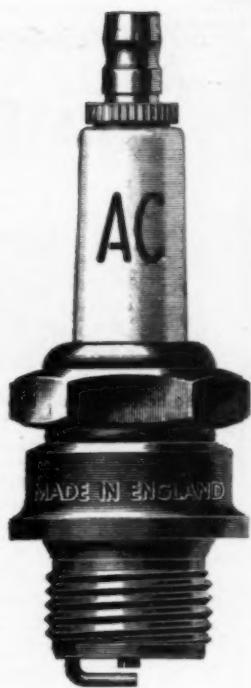
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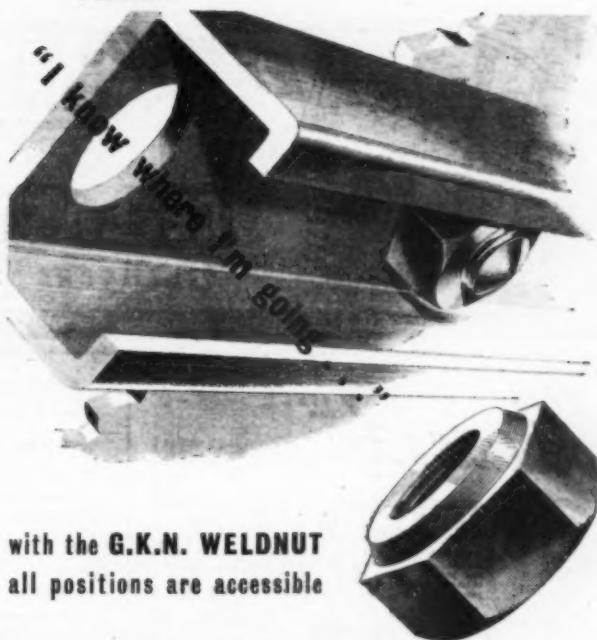
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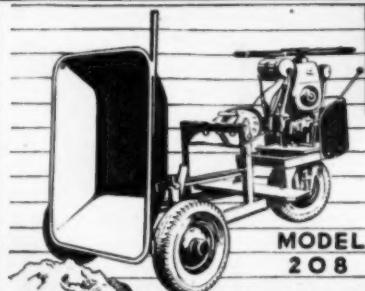
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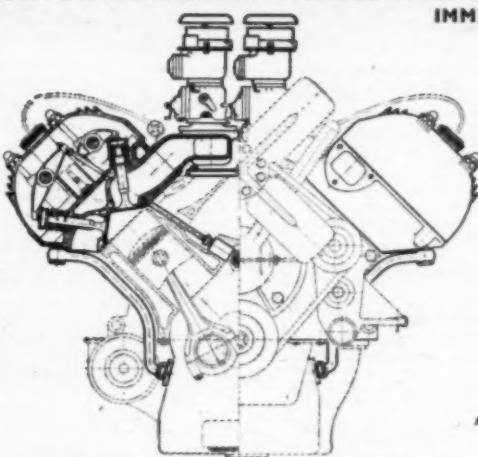
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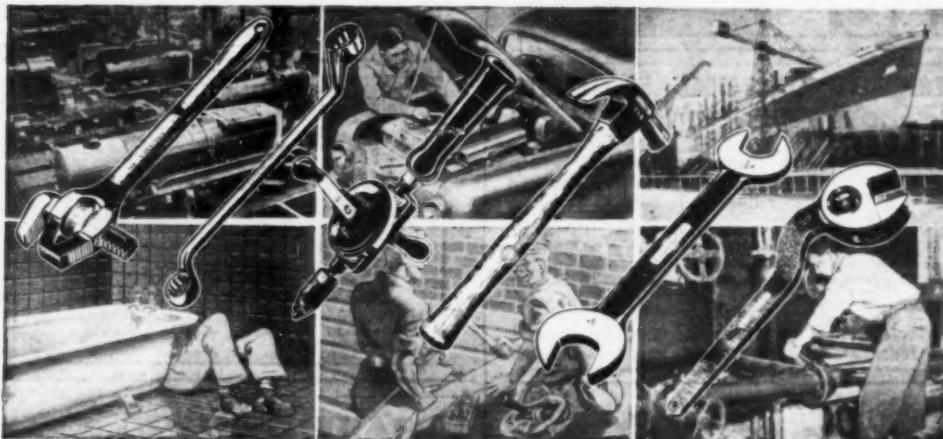


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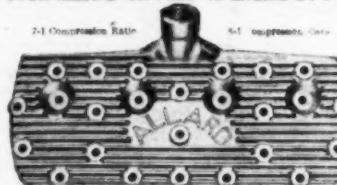
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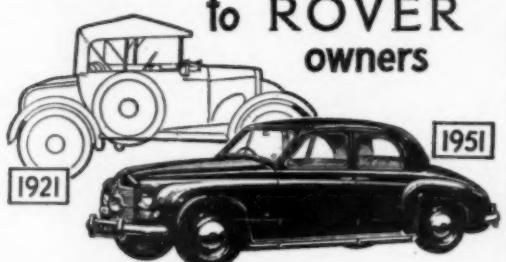
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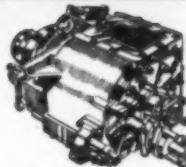
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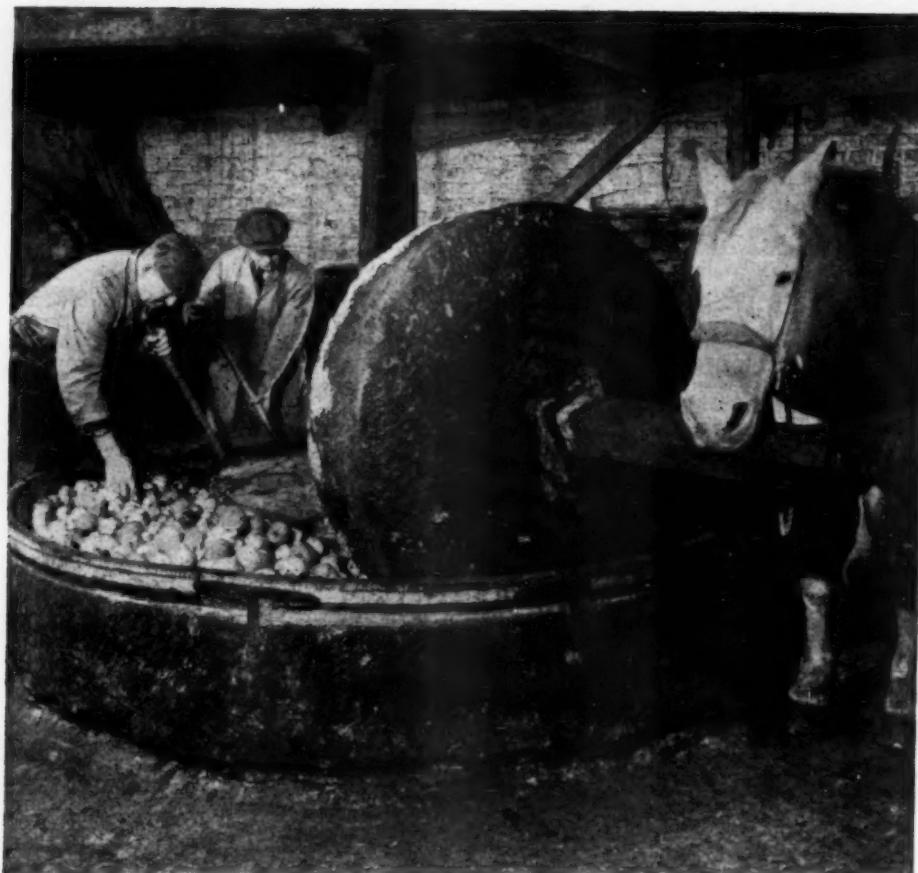
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# The Autocar

FOUNDED 1895

No. 2878

FRIDAY, JANUARY 26, 1951

Vol. XCVI

## How Now, Mr. Micawber?

**N**O apology need be tendered to readers for a development of the car delivery point upon which we touched last week on this page, for there can be few of them who are not on the order list for a replacement car when their existing one wears out. We raise the point again because there is a tendency on the part of the organizations concerned to appear a little smug over the latest measures to prevent delivery abuse. The Covenant has been extended, they say, and we have ensured that the possessor of a post-war car shall not obtain a second one. That surely is as much as can be expected.

It may be, but only to the very short-sighted. What this journal would like to know is what happens next. James Hanley in "What Farrar Saw" has shown what might have happened with plentiful materials and factory capacity, but our conjectures lead to no such congested roads. Let us elucidate.

At the end of 1949 there were about two million cars in use on the roads of Great Britain. During 1950, 110,000 new cars were permitted on the home market, and the theoretical figure for 1951 is similar; the actual figure will be much more likely to be 100,000, if it reaches that, and that figure may be taken as the most optimistic possible for as far ahead as the eye can see. A little elementary arithmetic therefore shows that it will take twenty years to replace the cars at present running, while it is obvious that the tendency of demand to grow will slow that rate down considerably as "first time" owners are supplied.

What is to be done about this we do not know, but this journal does at least recognize that the situation exists, and therein lies its criticism of industry and Government. Neither of these controlling authorities has shown such awareness, nor is there any suggestion forthcoming from them as to how the problem is to be solved. Can it be that they are emulating Mr. Micawber? And if this is so, may the private motorist have a frank admission of the fact?

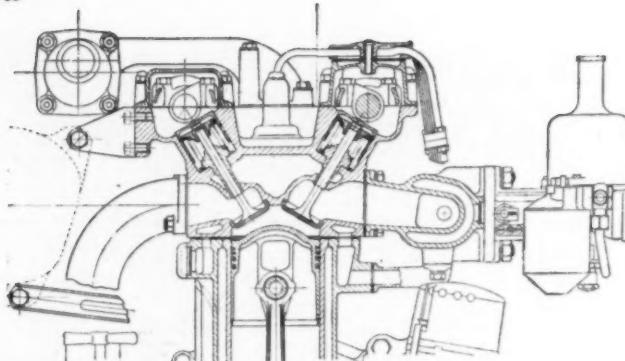
## Standstill Tactics

**A**FTER reading the review of the Road Research Paper on Vehicle Braking, which concludes in this issue, readers should be nicely up to date on their braking knowledge, and the fact that that knowledge is still not complete is an indication of the imprecision which the reviewer brings out. It is much to be hoped that more work will be done on braking, and quickly, because there is no doubt that higher speeds are giving the subject enhanced importance.

Two points deserve additional comment. One is the possibility of differential braking, which is braking on each wheel in proportion to the load which that wheel is taking during the deceleration. The provision of this sounds prohibitively difficult to the layman, but so, no doubt, would many of the problems that have been overcome by automobile engineers in the past, and we feel confident that such braking could materialize if the ingenuity of the brake specialists were concentrated on its development.

The second subject for comment is the lack of uniformity over the proportion of effort exerted by the driver in braking and the amount of magnification that it is given by the brake actuation leverage. There is, indeed, no observable consistency at all. This is strange in view of the fact that drivers have pronounced views on the subject, most of them preferring to make only a slight effort with the foot and leg muscles, leaving the leverage to amplify this at the shoe. In this preference they feel convinced that delicacy of pedal operation allows more precision than does considerable muscular effort.

They may not be right, and it would be interesting to see them proved wrong. But Dr. Starks' Paper must have whetted their appetite to know the verdict of science in this matter.



Heading these pages are two representative examples of the hemispherical head on current British quality cars. The 2.6-litre Aston Martin (left) uses the classic arrangement of twin overhead camshafts which work directly on thimbles over the valve springs. Horizontal carburetors feed into a water-jacketed inlet manifold.

by Gordon  
Wilkins

## The Hemispherical Head

**S**INCE the triumphant Grand Prix Peugeot appeared in 1912, almost every Grand Prix racing car has had combustion chambers with inclined valves worked by two overhead camshafts. This has remained true whether the engines were supercharged or unsupercharged, and today, thirty-eight years later, although large sums have been spent on combustion research, the hemispherical head with inclined valves is more firmly established than ever. It is universal, not only on Grand Prix racing cars, but also on the fastest sports cars and a growing number of touring cars. It is standard practice on overhead valve motor cycle engines and on poppet valve aero engines.

This is a remarkable thing, for when this type of head was first used designers had only a sketchy idea of what really went on inside the engine during the working cycle. Over the past quarter-century a vast amount of research has gone on into the nature of combustion and the ways of controlling it. The phenomenon of detonation has been explored by chemists in the laboratory and by engineers using special test bench power units. Fuels have improved and compression ratios have risen steadily, but the hemispherical combustion chamber remains the automatic choice of the designer who is interested in obtaining maximum power.

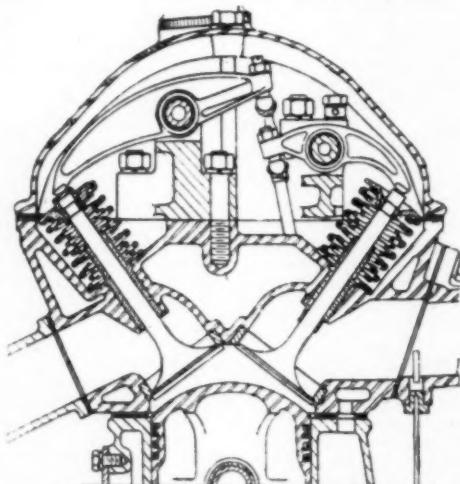
### The Exploring Epoch

Twenty years ago there was a period of particularly rich activity when a host of different combustion chambers with side and overhead valve layouts were investigated. There was controversy, and some plain speaking, as pioneer British investigators like Ricardo and Whatmough confronted Americans like Janeway. Taub and Weslake have also made massive contributions, but throughout it all the hemispherical head seems to have been generally accepted as unassailable where maximum power is the goal.

Some of its most spectacular applications have been in the motor cycle field, and Joe Craig, the Norton technical director, has revealed that as long ago as 1938 the 500 c.c. single-cylinder Norton engine, with which Daniell won the Senior T.T. at 89.11 m.p.h., was producing a maximum b.m.e.p. of 203 lb per sq in at 6,000 r.p.m. on a compression ratio of 11 to 1. The maximum power delivered by this engine was just over 49 b.h.p. at 6,750 r.p.m., or 98 b.h.p. per litre. Incidentally, it will be noticed that the points of maximum torque and maximum b.h.p. are separated by only 750 r.p.m. This is largely because the designer exploited the full possibilities of the hemispherical head in accommodating inlet and exhaust passages which allow full use to be made of gas dynamic effects to secure maximum volumetric efficiency.

In a moderate speed poppet valve four-stroke engine, it may be only the gases in the cylinder volume which are forced out on the exhaust stroke. When the piston reaches the top of its travel there is still the burned gas in the clearance volume, that is, the combustion space, to be evacuated. If this gas is not removed it remains to dilute the incoming charge, reducing weight of combustible mixture drawn in and slowing down the burning rate.

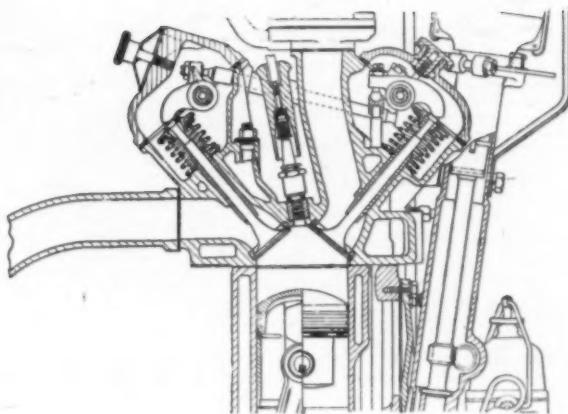
By creating a pressure difference between inlet and exhaust valves and using a valve timing giving a suitable overlap, it is possible to draw out the burned residue and fill the entire clearance volume effectively with a new charge. Suitable choice of length and diameter in the exhaust pipe allows the slug of exhaust gas escaping at high velocity to build up kinetic energy in the exhaust pipe, which, as the piston nears the end of the exhaust stroke, creates a depression at the exhaust port and the incoming charge rushes



The Lago head on the pre-war Talbot Master Special engine used a push-rod arrangement which has since become very popular, although Talbot themselves have abandoned it in favour of short vertical push-rods worked from two separate camshafts mounted high in the crankcase.

The Bristol (right) uses the B.M.W. layout of vertical and transverse push-rods. The carburetors are downdraught, an arrangement which some designers prefer as being less likely to allow loss of induction charge through the exhaust ports during the overlap period within the head.

A TYPE OF COMBUSTION  
CHAMBER WITH A LONG  
HISTORY IS GAINING NEW AND  
IMPORTANT CONVERTS



to fill the space. It is not easy to arrange the passages necessary to provide comparable results on a car engine and, of course, these results involve a sacrifice of flexibility which would be intolerable on a vehicle for normal road use. The engine splutters miserably until the megaphone "comes in" and the horses start stampeding through the stable door.

However, drivers like Fred Dixon, H. G. Dobbs and A. F. Ashby made their names in pre-war racing using Riley engines with a separate carburetor to each inlet port and a separate pipe to each exhaust port. Their engine efficiencies then began to approach those of the single-cylinder racing motor cycle engines, which still represent the peak in unblown power output.

Even if we do not contemplate the extremes of power output, necessary for international racing, authorities agree that the hemispherical head is compact, provides a short flame travel, and allows room for large valves in proportion to the size of the combustion space. The positioning of the valves at an angle to each other also allows room for inlet and exhaust passages which permit a free flow of gas and promote volumetric efficiency, while the low ratio of surface to volume discourages loss of heat from the burning charge to the surrounding metal. Where, then, is the snag?

**Cost and Complication**

The answer has been summed up by Ricardo as "cost, complication and noise." There is an associated objection, advanced by Whatmough, who held that if the walls were hot enough to prevent quenching of the flame and fuel deposit at low speeds, then the mixture would burn too fast and the rapid pressure rise would produce rough running.

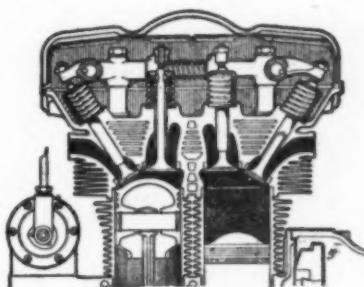
At one time it was held that the ideal combustion chamber was a complete sphere with the ignition point in the centre, and some engine designers did approach this form by using a hemispherical head and hollowing out the top of the piston, a method which is used today on at least one successful motor cycle engine, the B.S.A. Golden Flash. One of the attractions of the hemispherical head to designers of high performance engines is, however, the convenient way in which it allows for increase in compression ratio. Nowadays highly domed pistons often extend right into the combustion chamber with only small pieces nicked out to provide clearance for the valves. There may be a good case on theoretical grounds for a combustion chamber shaped like an orange but the endless chase after extra power has produced one which is more like a piece of the peel.

Current thought on touring engines built primarily for

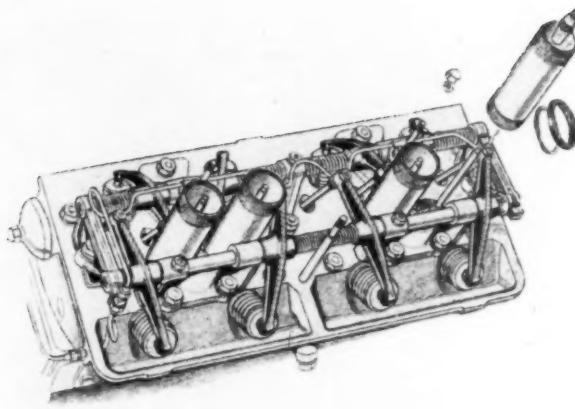
smoothness and economy favours concentration of the greater part of the charge close to the sparking plug in a hot area with a small ratio of surface to volume, thus ensuring a high burning rate early in the combustion period. As the flame spreads, the tendency to detonate is forestalled by spreading the combustion into a flat area over the piston, which is well cooled and has a much higher ratio of surface to volume. The exhaust valve is placed alongside the sparking plug to increase the volatility of the charge and permit the use of a relatively weak mixture with consequent fuel economy.

These principles account for the widespread use of the stepped and wedge-shaped combustion chambers which bear no resemblance to the simple hemisphere, but the general use of the hemispherical head in racing engines and piston engines for aircraft invests it with a certain amount of glamour and it has come to be regarded as synonymous with efficiency.

Whatever the reasons, the cult of the hemisphere is making converts. It must be said, too, that the XK120 Jaguar engine, designed in collaboration with Weslake, and the 2.6-litre Aston Martin-Lagonda designed by W. O. Bentley, are two British power units which combine the use of hemispherical heads with outstanding smoothness in operation. In Mr. Weslake's view the problem of rough combustion can be regarded as solved and proper positioning of the sparking plug, coupled with control of turbulence by suitable shaping and location of the inlet passages, can now give



The Porsche head for the flat-four Volkswagen is a compromise, retaining the original method of operation for the inlet valves and operating the exhaust valves through rockers set at right angles.



### The Hemispherical Head . . . . . continued

smooth running equal to that obtained with other types of head.

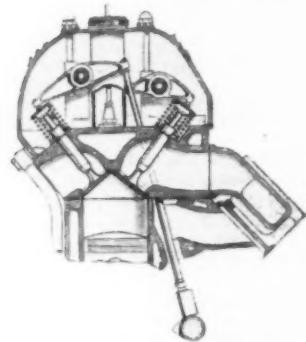
It is worth noting, incidentally, that both the Jaguar and the Aston Martin-Lagonda engine employ horizontal carburetors, whereas many other engines using this type of head have downdraught carburetors, which give a very different direction to the incoming gas charge.

Joe Craig has gone on record in favour of the downdraught carburetor, as he held that the cross flow of gas from a horizontal carburetor could sweep through and be partly lost through the open exhaust valve, leaving an unscavenged residue of burned gas on top of the piston to dilute the next charge. At the same time, however, he expressed doubts on the desirability of the hemispherical head for everyday use on motor cycles and considered that other types might give smoother running. It is clear, therefore, that this matter of carburetor location and charge direction has a critical influence on the suitability of the hemispherical head for use in touring car engines.

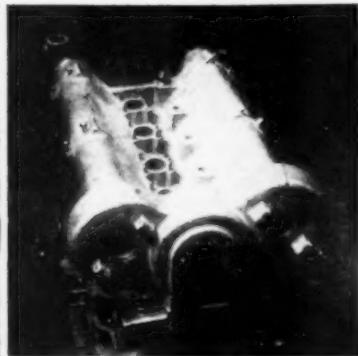
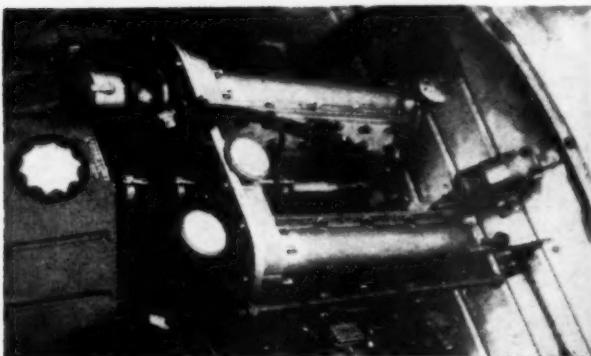
Rolls-Royce and Rover, who put a high premium on silence and smoothness of running, have preferred to use the F-head, with overhead inlet valve and side exhaust, and hitherto no American manufacturer of production cars has adopted the hemispherical head. Now, however, a most

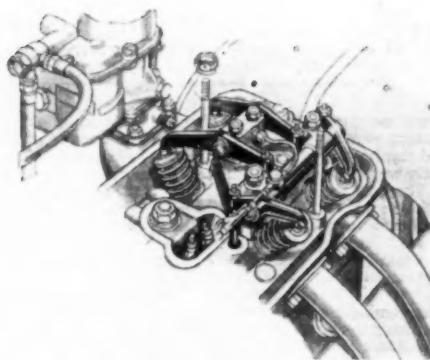
significant departure is to be found on the new Chrysler V eight engine which has hemispherical heads and inclined valves worked by push-rods in an arrangement not unlike that used in the Arduin Ford V8 conversion illustrated on these pages.

The methods employed to operate inclined valves in hemispherical heads are many and varied. Twin overhead camshafts are normal on racing engines and the more expensive touring cars, but they are out of the question on cheaper types. The Riley arrangement consisting of two camshafts high in the crankcase, operating short push-rods on each side of the engine, formed the basis for the brilliantly successful E.R.A. engines, and since the war similar layouts have been used by Lea-Francis in England and Lago in France. The 328 B.M.W. was a successful pre-war attempt to achieve similar results with only a single camshaft. It used a vertical row of push-rods to operate the inlet valves and a combination of vertical and transverse push-rods to operate the exhaust valves. This arrangement is also used successfully by Bristol and Frazer-Nash. When speeds of 6,000 r.p.m. and over are contemplated, however, the inertia of the combined masses of push-rods, rockers and valve springs become a limiting factor and to get over this difficulty the post-war Veritas, built by ex-B.M.W.

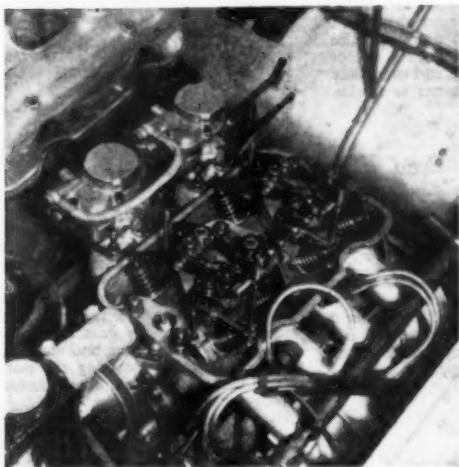


Typifying the divergence of view on the best position for the carburetor, here are two recent Italian high performance engines, both with twin overhead camshafts. The Ermini 1100 (right) has four downdraught carburetors mounted along the top of the head, with sparking plugs alongside, while the Stanguellini (left) has two horizontal Weber carburetors at the side.





One of the most successful current engines using the alternate long and short rocker arrangement, with sloping push-rods, is the 1½-litre Simca Gordini, which is said to produce nearly 100 b.h.p. unblown. Note the special recesses in the cover which isolate the sparking plugs from the oil spray over the valve gear. Below: A view of the rocker gear.



engineers, used a single overhead camshaft working the inlet valves directly while short transverse push-rods operated the exhaust.

On a single-cylinder motor cycle engine, a fairly simple arrangement can be used, employing vertical push-rods worked from a short camshaft above the crankshaft and operating the valves through rockers carried on two separate spindles. This arrangement is not easy to accommodate on a multi-cylinder engine, as the camshaft has to be moved to the side of the block and it is difficult to accommodate two separate rocker shafts for each cylinder, but Lancia have boldly tackled the problem on the V-six Aurelia.

An alternative arrangement which is rapidly gaining support is the use of sloping push-rods operating rockers of unequal length facing in opposite directions across the cylinder head. This layout was used by Lago on his pre-war engines. It is used on the post-war Peugeot 203 touring engine and, as the exclusive illustrations on these pages reveal, it is also used on the astonishingly successful 1½-litre Simca Gordini racing engine. This is a sample four-cylinder

power unit which does not seem to be unduly restricted by the limitations of its push-rod valve gear, for it is said to produce almost 100 b.h.p. from 1½ litres, or 66 b.h.p. per litre, a figure seldom approached on unblown car engines even with the aid of twin overhead camshafts. It is, of course, the product of a Gordini development programme which had as its starting point the Fiat 1100 touring car engine, and recently, when fitted with a British Wade supercharger, it has proved capable of holding its own even in Formula I Grand Prix racing. At Barcelona this year it led the B.R.M. for some time.

The Fiat 1100 power unit has attracted attention from hemispherical head enthusiasts in several countries. In Italy, Stanguellini has used it as the basis of a highly successful series of sports-racing engines and in this latest twin overhead camshaft version the cylinder block is said to be the only Fiat part which remains. In Germany the Fiat 1100 provided a starting point for the four-cylinder A.F.M. unit which uses vertical and transverse push-rods to operate the valves rather as on the 328 B.M.W., but it is unique among present-day engines in having single inlet valves and twin exhaust valves. This is a reversal of the usual practice which favours an inlet valve area larger than the exhaust and is presumably dictated by the desire to obtain really effective cooling on the exhaust side.

Even the humble Volkswagen flat four is being given the treatment. Porsche has evolved a head for the engines on his sports cars in which the vertical inlet valves are retained and the exhaust valves are operated through rockers set at right angles to the inlets, giving a sloping exhaust position. With this head and twin carburetors the output of the Volkswagen power unit has been raised from a modest 25 b.h.p. at 3,300 r.p.m. to 40 b.h.p. at 4,000 r.p.m. Other German racing specialists have adopted the full hemispherical treatment, however, using the push-rod arrangement already seen on Lago, Peugeot and Simca, and a head of this type was used on the streamlined Volkswagen special driven by Von Hanstein, which recently established several new 1,100 c.c. world records at Monthléry. Latest information is that Porsche is working on a full hemispherical version.

At present the demands of defence programmes are dashing hopes of improved fuel quality and even in the United States the rise in compression ratios is halted for the time being. But despite this we may still see descriptions of an increasing number of new cars containing the phrase—"hemispherical heads with inclined valves."



A glimpse of the special A.F.M. head on a Fiat 1100 engine. Vertical push-rods operate the inlet valves, fed from four downdraught carburetors on top of the head, and four transverse push-rods operate eight exhaust valves. There are eight separate exhaust pipes.

# Disconnected Jottings

## Stygian

IT is not often that the commuter's run home assumes the form of an adventurous journey, and if it does, is he to be considered lucky or unlucky? My 35-mile drive took on such an aspect the other night. For my sins I had been asked to discuss road safety, and having done so I left London at 10.15 p.m. It was during the thaw following the heavy snow, and it was raining. On my run up in the morning, with plenty of snow left about, I had avoided a short cut over the corner of a hill and along a lane; in view of the lateness and the continuing thaw, I decided that the short cut would by this time be clear.

In a way it was, but the mist patches which I had already met were thicker. None the less, I took the familiar bends at the familiar speed—about 40 m.p.h.—only to be brought up sharply round the final one by a police notice advising me briskly to "Go Slow—Floods." I entered the water, the way ahead hidden in mist.

After fifty yards I began to wonder, and then the mist cleared and I could see nothing but water ahead as far as the head lamps reached. This was perturbing. At 11 p.m. in a deserted lane,



Perturbing.

did one go on or back (backwards into mist)? One went on. The water deepened, while I anxiously scanned the bank to estimate depth and racked my brains for memories of this road. Was it high in the centre, or to left or right? Nothing answered me but the swish of the water round the wheels. I was driving up a river, tunneled by the overhanging eaves; and how black and friendless it looked. I should not have been surprised to have had to haul over for old man Charon at any moment, lugubriously propelling his ferry punt.

## Land-ho!

AT such moments one is relieved when some other unfortunate turns up. Lights in the distance revealed another car. It stopped, presumably at the far shore.

The driver, I reckoned, was weighing up his chances and watching me. I kept going, and he decided that he, too, would risk it, and eventually we passed like ships in the night. Then my car climbed at last out of the water. I accelerated and tested the brakes; they were still good. But as I swung through the next village a late pedestrian made a gesture for me to slow down. More of it?

Round the bend was a gumbooted and oilskinned policeman with a torch, and this time the rush of water over the road was loud and insistent. I opened the door: "How deep is it, officer?" "Not too bad, sir, but keep well to your near side." The water was pouring over the near side, and the fog had come down again. The rain did its damndest to blur my vision. For the next hundred yards I took a course that was the submariner's "by guess and by God." Then at last the lights picked up the road ahead and the car climbed up to dry land once more. This time I was away except for the rain and the fog, and eventually reached home at a quarter to twelve. Quite a voyage.

\* \* \*

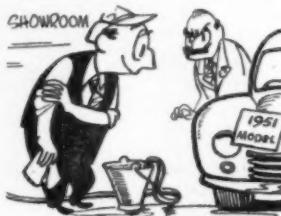
## Round the Bend

"SOMEWHERE about here there is a nasty, deceptive bend," I sometimes tell myself. For miles great caution is exercised, and every bend is peered at with dark suspicion. Sooner or later realization comes that memory is failing, and that it cannot be this stretch. The half-remembered bend, of course, always occurs about a hundred yards after one has dismissed it from the mind and speeded up.

\* \* \*

## Pre-wash

A COLLEAGUE makes a point. We were discussing car washing and polishing, and he remarked that by doing it oneself one learned a lot about the details of the body. How the finish was wearing, for instance, and which would be a suitable nut and bolt to undo for the easy mounting of a GB plate. One also becomes aware of



He would learn a lot.

the effect of the exhaust outlet on the chromium plate of the bumper in the proximity of that discharge. "You know, Scribe," he ended, "it would be an excellent thing if the buyer of a new car were allowed to give it a wash and polish before he bought it. He would learn a lot that he would otherwise find out only after the money had been paid over."

It might be practicable with second-hand cars, if not with new, and in any case it opens up a humorous prospect of showrooms filled with would-be motorists frantically sponging and leathering. But I agree with him.

\* \* \*



Another dodge.

## Cold Starting

FURTHER to my recent paragraph about filling up with hot water when confronted by a reluctant engine, a reader reminds me of another dodge—pour a kettle of hot water slowly over the inlet manifold. This assists vaporization, and also has the good effect of gaseifying the neat petrol that is swilling about inside through over-use of the choke. Good advice, but be careful where you pour the water; and don't blame me if the carburetor gets full of it.

\* \* \*

## Too Hotspot

HOW easy it is to go too far in the right direction is illustrated by a recent modification to a car I know. This has what anyone would describe as good manifolding from the point of view of providing heat where it is wanted. It was, in fact, a little too good, and resulted in starvation of the two carburetors when the engine was really hot. The car had a mechanical fuel pump.

The remedy was applied of fitting two electrical petrol pumps (not in tandem), and it says much for the manufacturer's skill in filling the bonnet that it was difficult to find a place for them. Ultimately room was found on the splash tray in front of the radiator block.



*You get so much more  
out of the Minx!*

*... and you get  
so much more into it!*

In the Minx, every inch is used to good advantage—from the wide divan-type front seat to the spacious enclosed luggage accommodation. Yet no full-size family car was ever so easy to park or manoeuvre in traffic, so economical to run.

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Every year, millions of tons of oil pass through Shell's refineries—the most modern in Europe. At these plants, the crude oil is subjected to many exacting processes so as to produce the highly refined oils needed for your vehicles. This picture—taken at Stanlow, the Shell Refinery in Cheshire—shows an Evaporating Tower used in the initial stages of the refining.

## and tomorrow

At Shell's Research Centre at Thornton, Cheshire—the biggest scientific research centre in Britain—a staff of 900 work constantly to develop the motor oils of tomorrow. Exhaustive laboratory experiment is followed by rigid practical engine tests in which the oils are subjected to extremely gruelling trials *under actual running conditions*. This photograph, taken at Thornton, is a view of a supercharged diesel engaged on a 480-hour continuous running endurance test!



LEADERSHIP IN LUBRICATION

## NEWS and VIEWS

### Shipping This Time

SHIPPING has been the cause of the latest rise in the price of petrol. Depending upon distribution costs the price in the United Kingdom now varies between 3s 1½d and 3s 2d.

### Free Insurance

ALL British tourists in Spain are now automatically insured by a new law from the time they buy their tickets. The cover includes travelling by plane, train or car and a family will receive £455 if a member is killed. Slight injuries are insured for £137 upwards.

### L.P. in S.A.

A TEN weeks investigation of the South African market has been commenced by Mr. L. P. Lord, chairman and managing director of Austin's. He will also negotiate with S.A. Government officials to try to obtain an extension of the licensing system which controls the imports of British cars.

### Facing Facts

PRICE controls on American cars were necessary not only because of defence requirements, said the U.S. Government, but also because such increases materially affected the cost of living. This is in sharp contrast to the iron bedsteads and calico sheeting which, until recently, were used as factors in the British cost of living index.

### Swedish Imports

IMPORTS of cars into Sweden in 1950 totalled 50,000. This is claimed by official sources to be a post-war record, for in 1949 the total was only 6,367. Perhaps Great Britain also will be able happily to claim record imports...

### Service Manuals

SERVICE manuals of a most comprehensive nature for the Austin A.40, A.70 and A.90, are now available to their owners from the Austin company, Longbridge, Birmingham. The A.40 manual costs 12s 6d and the combined A.70 and A.90, 17s 6d.

### Dotty

THOSE "damned dots" of a famous statesman were the undoing of an artist on page 75 last week, in which a lettered drawing gave gap figures of 0.20-0.25in for plugs, and 0.12 for contact breaker. As the article said, the gaps are in "thous" and the figures should, therefore, be 0.020, 0.025 and 0.012 respectively.

### Recovery

OVERALL production of private cars in Germany was doubled in 1950. In 1949 production reached 104,000 and in 1950, 216,122. To swell the current total five manufacturers appeared in the list for the first time—at least since the war. D.K.W., Goliath, Lloyd and Gutbrod began late in the year and as the first three are out for mass production it is impossible to estimate the 1951 total, if manufacturing conditions are not radically affected by international events.

Fifty per cent of the 1950 production was absorbed by the German home market, on which delivery delays varied from a fortnight to several months. British readers will note with interest that delivery in Germany of the Opel Olympia is now six months, of the Kapitän two months, the Porsche two months, Volkswagen saloon two months, drophead immediate, and Mercedes three to five months.

### And Now Italy

AN increase of 10 per cent in the prices of Italian cars has been made by the Italian Motor Industry Association.

### September Registrations

NEW car registrations for September, 1950, amounted to 11,630 cars, of which 616 were used vehicles registered for the first time. The totals in the various categories were as follows:

Up to 1,000 c.c.	1,035
1,000 to 1,500 c.c.	4,999
1,500 to 2,000 c.c.	4,724
2,000 to 2,500 c.c.	3,352
Over 2,500 c.c.	1,875

### U.S. Chrome

REGULATIONS governing or affecting the use of chromium plate on American cars are now clarified. Copper has been banned for use on non-essential items and without copper, or nickel which is also in short supply, chromium cannot be used satisfactorily on steel. Parts mentioned in the order banning copper include decorative mouldings, wheel discs, petrol tank caps, lamps, heaters and mirrors. However, the ban does not apply to bumpers, radiator grilles, door handles and window frames.

### AVERAGE SPEED CALCULATOR

HOW very often does it happen that one makes a journey of some odd number of miles in an odd number of minutes and then scribbles figures on the back of an envelope to work out the true average speed of the trip—usually wrong! H. A. B. Blackwell, Thermal House, Garston, Liverpool, 19c, has recently produced a neat circular dial average speed calculator which enables one to read accurately at a glance three separate items; the average speed of a run, the time necessary to cover a given distance at some definite average speed, and the dis-

Extended use of stainless steel is likely, but the overall glitter will probably be reduced because apart from the copper ban on specified parts the whole copper allocation to the motor industry has been cut by one-fifth.

### Latest Price Increases

UP, up, up! This week has seen the following increases in Ford car prices, given with purchase tax and previous prices in brackets: Anglia £358 10s (£329 2s); Prefect £428 16s (£396 16s); Consul £543 16s (£531); Zephyr £623 (£607 13s); Pilot £818 10s (£780 3s).

The Australian Holden has risen to £A805, about £644 sterling. The original price in 1949 was £A675 (£540). The company has also announced increases of £A15 to £A20 in the prices of Vauxhall cars.

In France petrol has increased by 4d. a gallon, making the current price 4s 10d. This rise is to help pay for French re-armament.

### Italian Petrol Concession

MOTORISTS from other countries taking their cars into Italy may now purchase petrol coupons showing a rebate of about 30 per cent on the current price of petrol. The coupons are allowed on a daily ration of 6½ gallons and may be drawn in up to ten-day "lots." The total number of coupons for any one visit is the equivalent of 90 days' ration.

This concession makes the present price of petrol about 4s 4½d a gallon, or 4s 10½d for the super grade. The first ten-day allotment is available for motorists from this country at the Italian State Tourist Office, 1, Conduit Street, London, W.1.

tance which will be covered in a given number of minutes at a given average speed. The calculator is, therefore, not only useful to the normal motorist, but also is invaluable for competition and racing purposes. The price is 10s 6d.

The device consists of a large dial with scales of average speed and of minutes engraved upon it. In the centre is a rotatable dial, with a pointer, having a miles' scale engraved upon it. It is clearly engraved in black on thick white celluloid, and the figures are easy to read. To obtain a reading for average speed,



The Blackwell average speed calculator gives readings of three factors—average speed, the time necessary to cover a distance at a given speed, and the distance covered in a given time at any average speed.

## NEWS and VIEWS

the figure for the number of miles covered on the inner scale is set opposite the figure for the number of minutes taken on the middle scale. Then the pointer shows the average speed on the outer scale.

### Transport Guide

TRANSPORT operators and users will have special use for *Transport Goods Guide*, a twice yearly publication of which the January, 1951, issue is now available. The main feature is comprehensive lists giving details of private and national services. The publishers are Associated Iliffe Press, Dorset House, Stamford Street, London, S.E.1. The price is 2s 6d, including postage.

### Canada Clamps Down

ADDITIONAL duties against some British cars will be imposed after

## LIGHT FAILURE

LAWYER-ON-WHEELS writes: A case of very great importance to all drivers—especially in the months of winter—has come and gone unnoticed, so it seems (*Hill-Venning v Beszant*, October 27, 1950). A man is driving his motor cycle along a straight, open road at night when suddenly all his lights go out. There is a flat grass verge level with the road. He does not wheel the machine on to the verge, but sets to work to trace the fault with the cycle close in to its left side. An oncoming motor cyclist fails to see the stationary machine and careers into the back of it, with serious consequences. Are both parties to blame? Or is only one to blame? And if so which? Probably in every group of motorists the majority would attribute some part of the blame to the driver who had failed to wheel his unlit machine off the road. Yet, of the four judges who have had to consider this problem, the trial judges and one appeal judge have held the following motor cyclist (the plaintiff) entirely to blame. But our imaginary group in "The Steering Wheel" will want to know all the facts before passing judgment.

The road was the Hog's Back. It was dark. The defendant was driving along on his motor cycle when he suddenly found himself minus head light. He changed the bulb; no result. He then saw that the rear light was out, too. Evidently a wiring fault, therefore. So, with the machine near in to the side, he squatted on the verge and proceeded to investigate. In the far distance he could see an approaching head light, but he thought that he would have located the fault before the vehicle with the light arrived. In fact, he had not done so. The plaintiff, who, for some reason, was running with his head light dipped, ran straight into the stationary and unlit machine, having, the trial judge found on the evidence, neither braked nor swerved.

Mr. Justice Parker dismissed the plaintiff's action, holding that he was himself entirely to blame for what had happened. The Court of Appeal—Lord Justice Somervell dissenting—reversed that decision, holding the defendant one-third, and the plaintiff two-thirds, to blame—the plaintiff therefore recovering one-third of the assessed damages. As the clearest possible guidance to motorists arises from this decision, it is as well to consider in

June 1 by the Canadian Customs. After that date cars from overseas must not be sold in Canada at prices lower than those charged in the country of origin. Many small English cars have been sold in Canada for about £17 less than their price in the United Kingdom.

The Government's decision to impose dumping duties, lifted in August, 1948, to encourage British imports, is regarded as a victory for Canadian motor manufacturers. The new tariffs will serve to protect the Canadian motor industry.

### Towards the Cape

ONLY a trickle of news of the trans-Africa Rally is coming from the mysterious continent, but the solitary South African competitor, J. Gleisner (Ford) arrived safely at Kano (Nigeria) after a fast Sahara crossing; he is reported to be worrying in case the increasing

cost proves prohibitive. C. F. Brush (Willys-Overland) broke down in the bush and made a five-mile trek for help. Most cars show damage from the difficult conditions, and drivers are finding the rally a strain in spite of what seems, on paper, a leisurely schedule.

### Austria Tour

THIS year's M.C.C. Continental run will be to Austria from June 8 to 24. Those taking part will cross by night ferry from Dover on Friday, June 8. The route will be via Luxembourg, the Black Forest and the Bavarian Alps. After a week in Austria the return will be through Switzerland and France. Once again the M.C.C. is entrusting the organization to Autocheques. The closing date is March 31. Non-members can obtain full particulars from J. A. Masters, 26, Bloomsbury Way, London, W.C.1.

## BY NIGHT : THE MOTORIST'S DUTY

a little detail the majority view of the Court of Appeal.

Lord Justice Cohen was not sure that it was reasonable for the defendant, since there was a flat verge available, to leave his machine in the road even only while he fitted the new head lamp bulb. But assuming that to have been reasonable, the position entirely changed, the Lord Justice said, as soon as the defendant discovered that there was a more fundamental fault to be put right. He ought then to have moved the machine on to the verge even if no light had been seen in the distance. "Anyone," said his Lordship, "who finds himself after lighting-up time with an unlighted vehicle on the road is negligent if he does not take any reasonable precaution to avoid an accident." What is reasonable depends on the circumstances. Here there would have been no difficulty in wheeling the motor cycle on to the verge. The defendant's position would have been different had the road been bounded by walls or ditches. Lord Justice Denning was equally emphatic, and to the same effect as Lord Justice Cohen. He would himself, he said (but he was not prepared to dissent on the point) have preferred to see the blame apportioned two-thirds against the defendant and only one-third against the plaintiff.

### The Dissenting View

Lord Justice Somervell expressed the contrary view quite shortly: the defendant, he thought, was entitled to be acquitted of blame on the basis that he was plainly visible for a considerable distance on the Hog's Back to any approaching motor vehicle with ordinary head lights. The plaintiff was not keeping a proper look-out. And if he could not see well enough for the speed at which he was travelling, then he was travelling too fast in the circumstances.

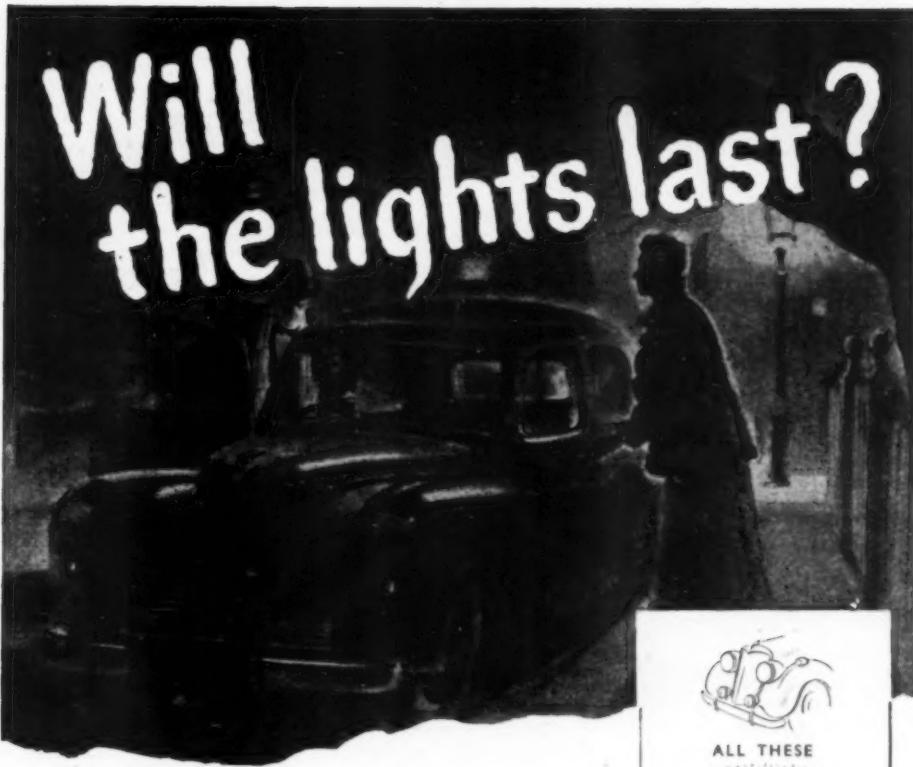
Lord Justice Cohen concluded with a valuable piece of advice to motor cyclists: "True," he said, "the Road Transport Lighting Act, 1927, says in section 5(1) (c) that a motor cycle without side-car need not carry a light if being pushed along the road as near as possible to the left-hand side. But the fact that you cannot be criminally prosecuted for doing

that does not mean that you may not be held liable in a civil action if an accident results from your doing it."

An interesting contrast with this case is *Henley v Cameron* (November 22, 1948; 65 *The Times Law Reports* 17). This was recorded in *The Autocar* at the time. There the defendant's car ran out of petrol in a main road at night. Unfortunately it later ran out of battery as well. The driver consulted with police officers, which consultation did not result, as it might have done, in the car's being wheeled over the kerb on to the grass verge up a lane a short distance away. The car was left there until, with its front end slightly out from the kerb. Later, when no one was there a motor cycle combination crashed with its left side against the right side of the car. The driver was found unconscious, and later died. In that case, however, the majority of the Court of Appeal (Lord Justice Tucker—now Lord Tucker—and Lord Justice Singleton) held the defendant driver and the stationary and unlit car to blame. But in those circumstances they held him two-thirds, and the deceased only one-third to blame. Lord Justice Asquith, however, dissented. Admittedly, he said, the defendant was negligent in leaving his car like that; but he could not see that the defendant's negligence had anything to do with the accident, which the deceased combination driver had "the last clear opportunity" of avoiding. Lord Justice Asquith, therefore, would have held the deceased entirely to blame.

But these two cases, for all the divergent judicial opinions, surely convey the clearest message to motorists, and must put us all on our guard. If any motorist runs out of light at night he must at once see what he can do to minimize the danger which his unlighted vehicle constitutes (Lord Justice Denning). No point appears to have been made of it in the Hog's Back case, but the defendant had a pillion passenger. Suppose there had been no verge available—the defendant could still have neutralized the danger by getting his passenger to make a warning sign with, say, a handkerchief. And, as for car drivers, this cautious writer always carries a bicycle lamp in his car. How many of us, if a fuse suddenly blows and all the lights go, can find his way straight to the offending component and replace it.

continued



All set for an evening's enjoyment—but only a glimmer from the lights. Dare you risk parking the car? Be certain and switch now to a Smiths long-life battery. They are built for the big appetites of modern cars. Who should know better than Smiths how to provide power for the starter, trafficator, wiper, horn etc.

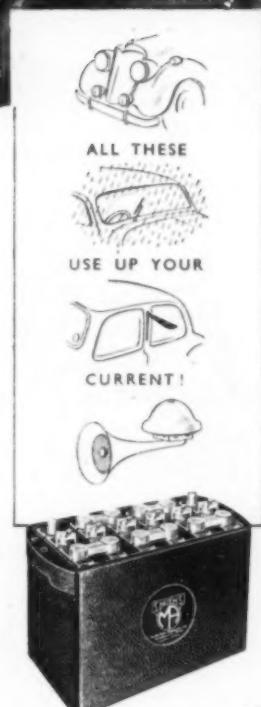
After all, this is the firm famous for the precision instruments and K.L.G. plugs that have made British motoring so safe and easy. You can trust Smiths batteries to meet *all* the demands of your car.

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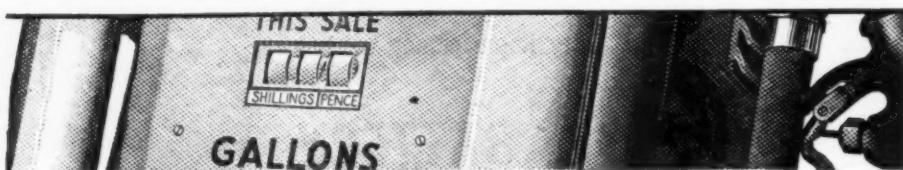
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# ON THEIR WAY

## MONTE CARLO RALLY COMPETITORS LEAVE FOR THE SOUTH

THE weather—on which the adventure of the Monte Carlo Rally depends so much—was uncertain when competitors left the various starting points all over Western Europe. In Britain the mild spell had beneficially come north-east from the warm Azores, but in Europe unprecedented snowfalls in Austria, Switzerland and Italy had been followed by a quick thaw and disastrous avalanches, and every competitor was wondering if this parlous state of things would move west to embrace the *Massif Central* of France.

By the time this issue reaches the public the cars will be arriving on the Mediterranean coast. The first was due in at 6.34 a.m. on Friday and the last will reach Monte Carlo at something after 3 p.m. So at this precise moment many competitors are fighting their way over the mountains to the north of the Principality. The new section across the *Massif Central* was covered during Thursday night by most of the entrants, and by now there are no doubt one or two cars halted by the wayside while their drivers indulge in the time-honoured and bitter speculation which commences, "If only we hadn't..."

Eight competitors got away successfully from Oslo just before 11 a.m. on Tuesday; four Norwegians, three Danes, and one Swede. Main roads were reported cleared by snowploughs, but it was snowing gently and the forecast was bad, promising snow and sleet. The two British cars from this point are a Jowett driven by Johansson and Hinsverk (Norway), and an Austin by Mourier and Haastrup (Denmark).

So far as Scotland was concerned, the rally started not on Tuesday but on Monday. For it was on Monday evening that the Royal Scottish Automobile Club entertained, with the usual lavish hospitality, the Glasgow starters to a grand evening of car films. The most topical of these was Maurice Anderson's personal



Police participation in the Rally is in the form of a Humber Super Snipe, driven by R. P. Minchin (Deputy Commander, Metropolitan Police), with co-drivers Skeggs and Teer of the police driving school. Assistant Commissioner Henry Dalton is wishing them luck.

record of the 1930 rally, but the highlight was the presentation to Alan Wallace, trials convener of the R.S.A.C., by a petrol company (Scottish Oils and Shell-Mex, Ltd.) of a complete film record of last year's international Rest and Be Thankful hill-climb.

So, steeped in the traditional good-fellowship that permeates the R.S.A.C. club-house under A. K. Stevenson, the competitors snatched a few hours of sleep before moving southwards on the first leg

of their 2,000-mile journey to the Riviera.

On Tuesday, thousands of Glasgow's citizens squeezed themselves into the limited confines of Blythswood Square, wherein were parked the 64 rally cars, the one absentee being W. G. Franklin's Lagonda. Mounted policemen and scores of R.A.C. and A.A. scouts were necessary to control the vast crowd, and when at 12.30 p.m. Lord Provost Victor Warren of Glasgow started his tour of inspection he was besieged by hordes of photographers, newsmen and television cameramen and, of course, by the real experts, the up-and-coming schoolboys.

E. H. Channon (Morzia) was first off at 1.10 p.m., and threaded his way through crowded streets, no doubt anxiously scanning the fog that, already thick in the Clyde Valley, was threatening to spread inland. However, if he had, it was unnecessary, for south of Glasgow a winter sun presented a good augury. There were varying reports of climatic conditions. A wire from Grenoble stated, "Heavy snow under valley will finish in 36 hours," while R. E. Holt and S. Barslay received more favourable news from friends in France. Their car was equipped to fight the worst climatic conditions, but there were at least two crews who would find difficulty if they turned on their windscreen sprays during icy weather, for they had omitted to put anti-freeze in the water.

Best fitted vehicle appeared to be the Hillman Minx of M. B. Anderson and Roy Hesdig, winners these last two years of their class coachwork prize. It has taken them three years to plan and fit all the gadgets and safety comforts they carry. Their latest-type Lucas "flame-thrower" spotlights have micrometer adjustments. Among the amenities are a hot and cold water supply and (of course) a



Special fittings of note on the front end of W. M. Couper's Bentley are head lamp wipers, driven by twin speedometer cables, and a fog light on an extension arm, seen folded along the bumper.

## MONTE CARLO RALLY—Wednesday news

cocktail cabinet carefully embossed with the red cross of St. George.

D. A. Anderson's Humber was like a perambulating chemist's shop with its rear window ledge crowded with copious medicines and vitaminine pills. Its badges at the front were encased in a Perspex box. Most workmanlike, too, was Gordon Mackerracher's Austin Hereford, while R. E. Stokes' Ford Anglia carried two small spades made of extremely light hardboard. Incidentally, some of the cars carried many useful accessories, but to reach them with full load and on the road would be well-nigh impossible.

Drivers received a rousing send-off from Glasgow's citizens, and as the last car departed into the murky gloom of the winter afternoon, one portly elder standing beside the R.S.A.C. portals remarked to his equally round companion, "By God, George, that's adventure—with a capital A!"

## From Scandinavia

To the sound of a broadcast commentary laid on by the highly efficient Swedish R.A.C., 69 competitors left Stockholm for the long trek south—first stops Jonkoping and Helsingborg. The weather was cold and clear with a temperature of 10 deg below, but the large crowd which gathered at the start kept themselves warm by cheering each car lustily. The seven non-starters were Nilsson and Andersson (Dodge), Bech : Volding (Citroen), Mrs. Nilsson (De Soto)—all ill—Andersen : Binua-Larsen (Hotchkiss), Svedburg : Hedenstrom (Citroen), Wallenius (Ford) and Hellman (Saab).

A German driver, Niedermayr, with the latest D.K.W.-I.F.A. from the Russian zone, received a last-minute telegram forbidding him to start. However, he refused to accept it as it was not sent by a recognized club, and started. Most of the Scandinavian veterans were in; there was Greta Molander in a very smart white Saab 92, complete with aircraft passenger seat. She was partnered by Cecilia Koskull. Greta had very bad luck last year and hopes to even the *Coupe des Dames* score by the time she reaches the finish. Wollert, who came fifth last year, is driving the

same 1939 Buick, while Nellermann and Heick, the Danish aces, are both handling Fords. British cars were well represented, but no British drivers started from Stockholm. The 2½-litre Riley driven by Haskel and Wessel had its spare wheel mounted externally and what looked like a real bed in the place where the rear seat should be. The 1938 Ford V8 of the Danes, Petersen and Zahansen, seemed to carry no extra equipment at all, but boasted a Mercury engine under the bonnet; other British cars included a Jaguar 3½-litre, four Austin A.90s, one Austin Sixteen, a Sunbeam-Talbot 90 and a rather middle-aged but none the less potent S.S.I.

One of the six German entries was a diesel-engined Mercedes which sounded just like a No. 9 bus to Mortlake as it rumbled to the starting line; another was a 327 B.M.W. coupé, driven by Count Einsiedel, who struggled on valiantly last year after his co-driver in the Volkswagen had fallen ill. The roads in Sweden, although icebound in places, were good; nothing untoward was expected in Denmark unless it was caused by the new overall speed limit of 45 m.p.h. Evildoers who are caught in the act of travelling at more than 8 m.p.h. over will be delayed by the police for two hours, thus excluding them from the Rally. Motto: Drive gently in Denmark!

While the night was still black and damp Glasgow competitors reached Folkestone, some even arriving before 5 a.m. The R.A.C.-manned control on the quay-side advanced its opening time and, by 7 a.m., about 20 cars had already checked in and passed through the Customs on to the *Dinard*. By this time the moon was showing as a white patch in the clouds and dawn had begun to break.

It was evident from competitors' expressions that, despite the night run, overall conditions had been good. Fog and mist had been encountered for a few miles after leaving Llandrindod Wells, but it had cleared without causing serious alarm. The most impressive feature of the run through Scotland, Wales and England had been the unexpected enthusiasm of the population, which had turned out to line village streets three deep. Flags had been

produced with which miners wearing lamps, envious enthusiasts, and schoolboys had waved competitors on.

Not everyone, however, completed this leg without mishap. Near Penrith the green Austin A.70 of Mackerracher and Brooks had the windscreen smashed by a stone while following a twin rear-wheel lorry. A road scout phoned the Austin company on their behalf and, by "masterful work" on the part of Austins, a new screen was rushed south and fitted towards the end of their run. Among the really unfortunate, Ken Miller (Jowett) became one of the earliest retirements (contracting a blown gasket).

The equipment of rally cars varied considerably. Lawry and Simeon's Javelin having four yellow head lamps and a small spot lamp, and a roof rack occupied by two spare wheels already fitted with chains. The Bristol driven by Newton and Bancroft was almost normal in appearance, its only extras being two head lamps under the front bumper. Many cars had not altered their lamps to comply with French regulations and were hurriedly being lacquered yellow on the quay.

By the time full daylight arrived, spectators could hear themselves talk above the click and whine of cameras, flash bulbs were put away and nearly all cars were on the *Dinard*, waiting to set off over the sea—which seemed calm, at least inshore.

Fotheringham-Parker's Minx was reported at Sidcup to have left the road just south of Glasgow, but to have regained it successfully at the cost of a dented wing. Hole's Jaguar suffered a little tyre trouble, rectified temporarily at a Kent garage.

## Mrs. J. Cooke Retires

Wednesday morning news from the Monte Carlo section of the route indicated fog and ice in the mountains and bad luck for Britain. Joy Cooke, who has done so well in rallies, had been stopped by a broken distributor drive on her Standard. Worse luck had befallen Luizet and Boersma (Talbot); their car had had a minor accident and had later turned over, it was believed without serious driver injury. Four British teams starting from Monte Carlo were reported to have checked in on time at Berne, but Soukup's Bentley had proved a non-starter.

Copenhagen reported that all the Oslo and Stockholm starters arrived safely. Drivers found very slippery roads, but no serious accidents had occurred so far.

Weather conditions over Spain and Portugal were good, roads being normal. There was light rain as the cars left Lisbon, and the only non-starter was a Bentley (De Caralt). Later all 75 cars leaving Lisbon safely crossed the Portuguese-Spanish frontier.

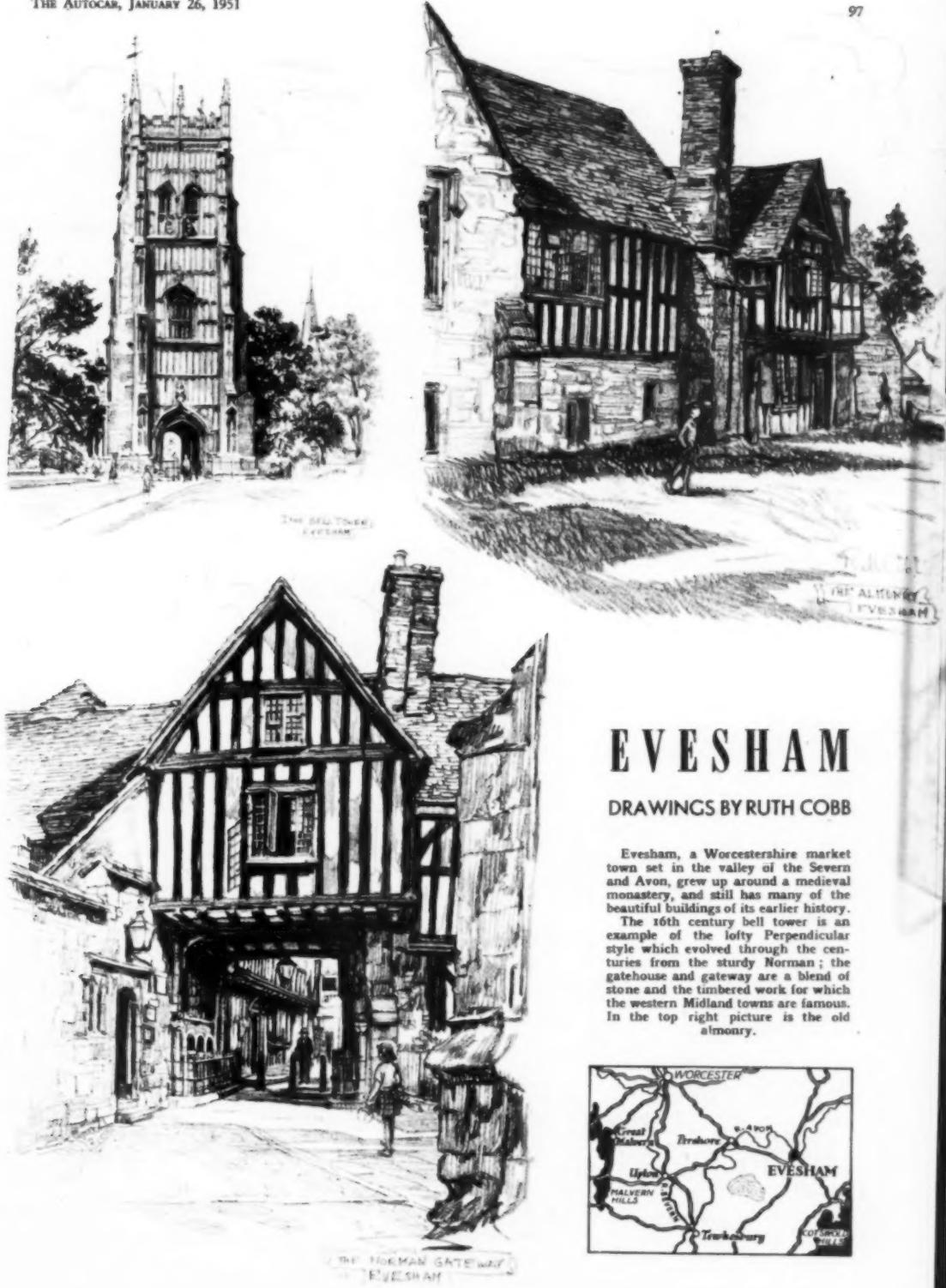
No news had been received from the Palermo section.

Acceleration and braking tests take place immediately on arrival, and on Saturday scrutineering is carried out. On Sunday comes the regularity and speed test around the Monaco Grand Prix circuit, and on Monday there is a free day except for social activities. On Tuesday the *concours de confort* takes place, with the parade of cars up to the old palace for the prize-giving following on Wednesday; the official dinner is held in the evening.

Full story next week.



A. K. Stevenson, secretary of the Royal Scottish Automobile Club, starts off J. L. Finigan and co-driver, E. J. Morris, from Blythswood Square, Glasgow.

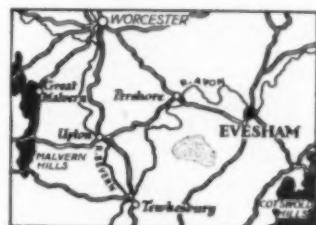


## EVE SHAM

DRAWINGS BY RUTH COBB

Evesham, a Worcestershire market town set in the valley of the Severn and Avon, grew up around a medieval monastery, and still has many of the beautiful buildings of its earlier history.

The 16th century bell tower is an example of the lofty Perpendicular style which evolved through the centuries from the sturdy Norman; the gatehouse and gateway are a blend of stone and the timbered work for which the western Midland towns are famous. In the top right picture is the old almonry.





Dawn on the Arizona desert, with the Rolls-Royce at rest by one of the tall cacti which stand sentinel over an empty world.

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TRANS-AMERICA IS THE BEST BRITISH

**I**HAVE decided that next to being married to a very rich man the best thing is being married to a man who represents some of the world's finest car manufacturers; for although my husband is certainly not a rich man, I have some wonderful trips at the wheel of the very best cars.

The most recent was a trip from Los Angeles to New York in a new Silver Wraith Rolls-Royce and the return in superb Saoutchik-bodied Talbot-Lago Grand Sport convertible. My husband and I naturally had great respect for the workmanship and the reputation of Rolls-Royce, but on this 3,500-mile trans-continental journey we learned through experience that even a large R-R limousine is an exciting car to drive, and that it not only provides the utmost in comfort but is also a very, very fast car under all road conditions. We returned from this trip rabid Rolls-Royce enthusiasts.

Above : At this spot in Arizona there is a monument to Tom Mix, who died in a car accident. The smaller, sealed beam head lamps fitted inside the Rolls-Royce's own lamps, to comply with the law, can be seen. Below : Even in the pouring rain, the citizens of Roanoke, Virginia, were curious about the exotically bodied Saoutchik cars. The Delahaye was a temporary companion.





Rail fences and rolling pastures of a farm in Virginia.



One of the Civil War cannon of the Mississippi river batteries at Vicksburg still occupies its old site. Below: Refreshment for a thirsty traveller at a wayside spring in the Blue Ridge Mountains.



## Performance

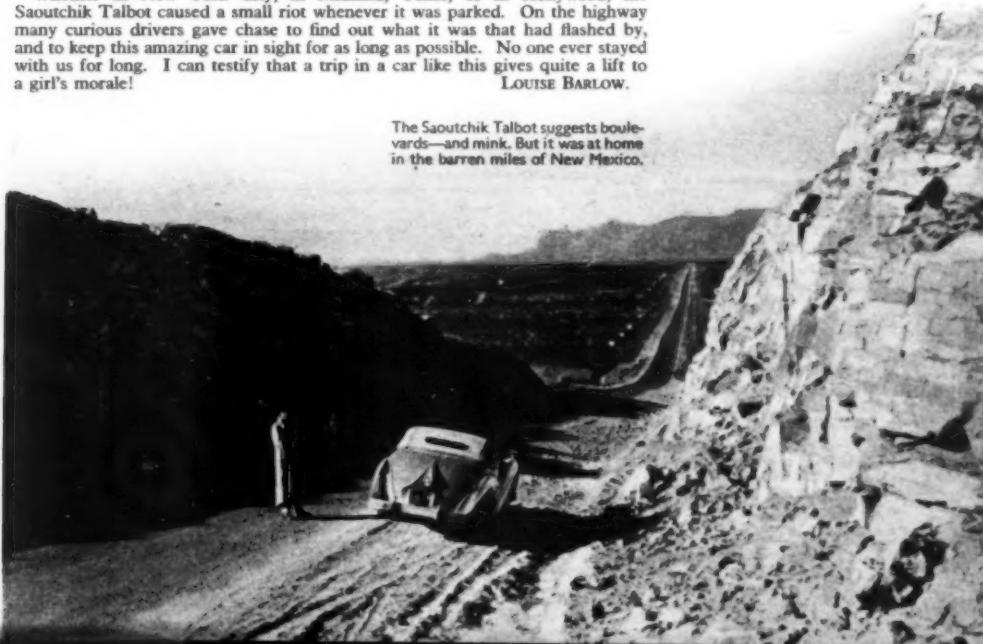
### AND FRENCH MANNER

The spectacular and exotic Saoutchik Talbot (which actually carries a bigger price tag than the Rolls-Royce) had an even higher degree of performance but could not equal the Rolls-Royce for workmanship and sheer "quality." On the other hand, it must be admitted that few coachbuilders can approach the vivid and flashing lines which this old and respected French firm give to their products.

Whether in New York City, in Midland, Texas, or in Hollywood, the Saoutchik Talbot caused a small riot whenever it was parked. On the highway many curious drivers gave chase to find out what it was that had flashed by, and to keep this amazing car in sight for as long as possible. No one ever stayed with us for long. I can testify that a trip in a car like this gives quite a lift to a girl's morale!

LOUISE BARLOW.

The Saoutchik Talbot suggests boulevards—and mink. But it was at home in the barren miles of New Mexico.



# Tomorrow's Transport?



Harley J. Earl, General Motors vice-president in charge of styling, looks over the full-scale model of Le Sabre, an experimental sports car that will be a "laboratory on wheels" for testing advanced design and mechanical features when completed.

## GENERAL MOTORS TRY NEW IDEAS IN A LAVISHLY CONCEIVED EXPERIMENTAL MODEL

MANY motoring enthusiasts amuse themselves by sketching out ideas for the car of the future, but America's General Motors Styling Division periodically tries to build the car of the future as a form of long-range investigation.

As the greatest industrial organization the world has ever seen, General Motors can afford to employ people to do nothing else but have ideas, which may or may not prove practicable.

The result of four years' work by the long-range planning engineers has just been revealed. Known as Le Sabre, this is an experimental car which in style and specification represents a considered interpretation of the features which may be found on the cars of 1960. Its immediate function is to act as a laboratory-on-wheels to test mechanical and styling features for possible future application to production models.

The car is a sleek, low-built three-seater convertible with styling clearly derived from jet aircraft practice. It will be powered by an experimental V-eight engine designed by Buick engineers, having a 10 to 1 compression ratio in conjunction with a supercharger. This combination is rendered feasible only by the use of a dual fuel system. Normally the engine will operate on current premium fuels which in America are now rated at over 90 octane, and for extra power methyl alcohol (methanol) will be injected through the carburetor. With a piston displacement of 215 cu in (3,533 c.c.) the engine is expected to develop over 300 b.h.p. for a total weight of over 500lb. It is a "square" engine, with bore and stroke of 3½ in (50mm).

Layout of the main mechanical components follows a trend already discernible in Europe. Transmission is through a Dynaflo torque converter of special design carried at the rear just ahead of the differential. The transmission housing is mounted on the

frame and the rear brakes are mounted inboard on each side of the differential. Road wheels are of only 13in diameter.

A conventional chassis frame is used but special attention has been given to weight reduction. Heat-treated magnesium and aluminium alloys are extensively used, for both the power unit and the body panels; as a result the total weight of the car is not expected to exceed 3,000 lb. This, coupled with an available 300 horsepower, obviously gives a performance potential of far beyond the limits imposed by present-day roads and traffic, even in America.

### Ingenuity

Detailed equipment is full of ingenious features. The air intake grille at the front is mounted on pivots and carries on its rear face the head lamps. When the lamps are switched on the grille revolves out of sight and the head lamps swing into place. The main air intake is below the ornamental grille and conceals a radiator with an aluminium core. The rear end treatment extends the tail fin motif already seen on the Cadillac and inset in each fin are tail lamps and direction indicators. Reversing lamps are recessed in the bumper below the fins. The twin tail fins house 20-gallon aircraft-type

rubberized fuel tanks, one for petrol and the other for methanol.

The instrument panel houses an impressive array of dials, meters and control knobs which give it the air of a bomber aircraft rather than a car. Apart from the normal instruments it includes such aircraft features as a tachometer, compass and altimeter; there are also indicators for engine oil temperature and torque converter fluid level and oil temperature.

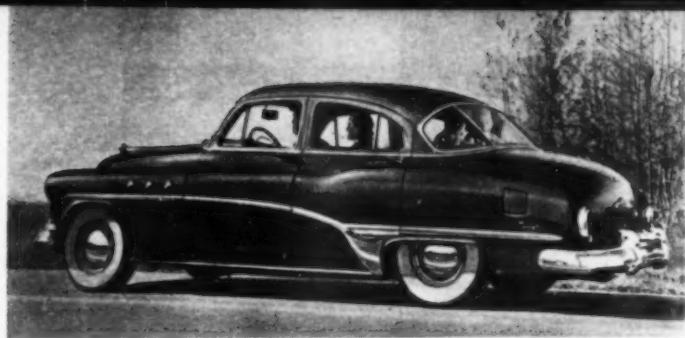
Door locks are operated electrically but in the event of battery failure they can be worked mechanically. A feature new to America but common on high-class British cars is four-wheel power jacking controlled from the driving seat. Seat adjustment is also carried out electrically. Besides a normal heating system circulating warm air, there are thermostatically controlled seat warmers based on the principles used in electrically heated flying suits.

The car has an electrically operated convertible top and there is a sensitized spot between the seats which reacts to the presence of moisture and will automatically raise the hood should it begin to rain when the car is parked in the open. Independent suspension is used at both front and rear and another departure from American practice is the use of a 12-volt electrical system.

A simulated tail cone and prominent tail fins inspired by jet aircraft are striking design features of Le Sabre. Now under construction, the car is shown here in its full-size plaster model form, exactly as it will appear when completed. The stop light is in the centre of the tail cone. Although the body is only 3ft high, Le Sabre has a standard ground clearance of 6in and a 115in wheelbase. Air scoops over the rear wheels cool the rear brakes and ventilate the battery compartment.



# Buicks for 1951



A new popular model designed to consolidate Buick's footing in the low-price market, the latest Special has new bodywork and chassis frame. Engine size is increased from last year, and Dynaflow automatic transmission is optional.

## REVISED SPECIAL SERIES TO CONSOLIDATE ADVANCE INTO THE MASS MARKET

WITH a total production which exceeded half a million cars in the year, the Buick division of General Motors scored one of the outstanding successes of 1950. This immense output gave them third place in the American industry behind Chevrolet and Ford. They were aided partly by a long-drawn-out strike in the Chrysler factories at the beginning of the year which curtailed production of the Plymouth, normally the industry's third best-seller.

The 1951 programme provides three main series of cars, the low-priced Special, the Super and the luxurious Roadmaster, and they are available in a variety of body styles which give a total of 18 different models.

The Special, which is the big seller, has a new body and chassis frame for 1951 and is now fitted with the same 4,309 c.c. straight eight engine as is used on the Super, whereas the Special engine was previously 2.4mm smaller in the bore. The Roadmaster has a larger straight eight power unit of 5,243 c.c. Compression ratios and power outputs vary according to whether the car is ordered with synchromesh gear box or Dynaflow torque converter, but the great majority of buyers pay the extra charge for the automatic transmission, and it is in any case standard on the Roadmaster. The smaller engine gives from 120 to 128 b.h.p. and the Roadmaster develops 152.

### Restrained Front

Chief styling feature is a departure from the aggressive grille-cum-bumper used on the 1950 cars. This inspired witticisms about the need for a bumper - to - protect - the - grille - that - protects-the-bumper, although it was based on a sound idea. The principle of combining grille and bumper in one strong assembly is retained, but in a more graceful form. The deep steel wrap-round bumper now has two big circular buffers above it, called "bombs" by the stylists, and bolted to the back of the bumper are the 25 grille bars. These are of stamped steel and not die cast, so they are not likely to break off under impact.

Second style feature common to all models for this year is the massive rubbing strip along the side, previously confined to the Roadmaster.

Chassis design follows previous practice, with coil spring independent suspension at front and a rigid axle at the rear, located by radius arms, with suspension by coil springs. The Roadmaster brakes, however, incorporate an interesting modification derived from Buick experience in building tanks during wartime.

All brakes are of the duo-servo type, in which the leading shoe generates a self-wrapping action which is utilized to increase the pressure on the trailing shoe, and they are, of course, hydraulically operated. On the Roadmaster, the linings are split into a series of short segments cemented on to the shoes, with substantial air spaces between the segments. The reduction in lining area available within a given size of brake is compensated for by the better cooling obtained. It is also found that the multiplicity of leading edges on the lining sections provides a self-cleaning action which helps to prevent scoring of the drums. There are three sections of lining on each shoe and those on the trailing shoe are longer than those on the leading shoe, with the object of equalizing the rate of wear. This is because in the duo-servo arrangement the secondary shoe does a greater proportion of the work.

Optional on all models is a new tinted safety glass known as E-Z-Eye. It has a blue-green tint which reduces sun glare and is said to effect a 45 per cent reduction in the radiant heat transmitted to the interior of the car via the windscreen and windows. The special windscreen has a darker green glare-reducing band at the top, which merges

Distinguishing feature of the 152 b.h.p. Roadmaster, Buick's most luxurious car, is the line of four "portholes" on the side. Special and Super series, with the smaller engine, have only three. This is the hard-top coupé, a popular American style which Buick were among the first to adopt.

gradually into the standard tint of the glass lower down. Seats formerly had a wool pad on top of a foam rubber overlay but everyone knows what has happened to wool prices and the latest arrangement on the Roadmaster is a fine foam pad on top of a cellular foam overlay. Foam rubber is also used in the back rests on this model for the first time.

All three series are now available with convertible bodywork having automatic folding heads and push button control for the windows. The automatic window lifts are also available as an extra on saloons. There are also station wagons and hard-top coupés, and a new addition to the Special series is a three-passenger business coupé.

In 1950 more than 425,000 Dynaflow transmissions were built, which enabled Buick to claim that for the second year in succession it had sold more cars fitted with automatic transmissions than any other manufacturer.

### Buick Specifications

**Engine.**—Special and Super: 8 cyl. 80.9 x 104.7mm, 4,309 c.c., 120 b.h.p. on 6.6 to 1 compression ratio, 128 b.h.p. on 7.2 to 1. Roadmaster: 87.3 x 109.5mm, 5,243 c.c. 152 b.h.p. at 3,600 r.p.m. on 7.2 to 1 compression.

**Transmission.**—Dry single-plate clutch and synchromesh gear box or Dynaflow torque converter with two-speed planetary gear. Torque tube drive, hypoid axle.

**Suspension.**—Coil spring independent front, coil springs with radius arms and rigid axle at rear.

**Brakes.**—Hydraulic with duo-servo shoes.

**Dimensions.**—Special and Super, wheelbase 10ft 11in. Overall length, 17ft (Super Riviera wheelbase, 10ft 5in). Roadmaster wheelbase 10ft 6½in or 12ft 10½in.





Primitive transport in Tuscany, where old ways persist.



## INCLUDING THE CROSSING TO

WITH petrol expensive in France and Switzerland, and about 4s 4d, ordinary, or 4s 10d, super, for the tourist in Italy; with other costs increased to the British motorist through devaluation, and with a limitation on currency, an Italian tour of any length would seem a formidable plan. But by keeping an eagle eye on the exchequer (which does not necessarily mean too austere a vision) a party of three (or, with care, even two) can still go down the Mediterranean coast and back a different way. If three or four are sharing expenses a run into Sicily can be added—provided, of course, that the car does not use too much petrol and that the passengers are content with modest hotels and restaurants.

Perhaps, then, a brief description of the rather lesser-known central and southern sections of such a trip may be of interest. From San Bernardino, via Turin and Genoa, to Villa San Giovanni (ferry-boat station for Messina, Sicily) was roughly 1,020 miles; back via Florence, Bologna and Milan to Iselle (near Domodossola), 900 miles.

Once Genoa was behind we kept, in the main, to the Mediterranean coast road; incidentally, all the *autostrade* are very good (though few carry more than two lines of traffic), and it was only below Naples that roads of a lesser quality were occasionally met. Colourful Santa Margherita,





## TO SOUTH IN ITALY

SICILY

By LILIAN GRAY, F.R.G.S.

Rapallo and nearby Portofino were old haunts of ours, but we still had a fair way to go and new fields to explore. So we went on, going inland at Sestri through wild, rocky country before dropping down to the sea again at La Spezia. Soon after came Pisa, with its fantastic leaning tower and treasure-filled 12th- and 13th-century cathedral and baptistry.

The first distant glimpse of the dome of St. Peter's is always a thrill but, as Sicily was the objective, Rome could not be a stopping place in Holy Year on account of its hotel charges. But the Eternal City always beckons strongly, and even a few hours were better than nothing. The Colosseum, Capitol Hill and the remains of the Roman Forum are close together, while Vatican City and the "yellow" Tiber are near neighbours. Roman traffic, by the way, is apt to be a law unto itself, and disgruntled British drivers have been heard to mutter that, "Rome would be better if there were not so many old ruins cluttering up the place!" Though most emphatically not agreeing, I admit that one needs to stay there awhile before its spell gets really binding.

It was rather difficult to decide on the next part of our journey. The famous *Via Appia* would take us direct to Naples over typical *Campagna di Roma*, but by going

along the slightly longer *Via Casilina* we should pass under Monte Cassino, and by the former Allied H.Q., Caserta Palace. We chose the latter. Cassino itself was flat, scarred and uninteresting, and the Monte looked better from afar. Soon a new monastery will dominate the landscape, however, for much work has already been done through the lavish American hand of a new convert, Mrs. Clare Luce.

"See Naples and die" must have been coined by some fanatical Neapolitan for, to be honest, the city is not as beautiful as all that. But the hill-encircled bay certainly is, and a drive along the coast road to Salerno (with no apparent trace left of the landing), with its many curves—locals say there are 1,200 between Vietri and Sorrento alone, but I gave up counting!—and ups and downs, is equal to that along any of the other river roads of Europe. But do not expect to see Vesuvius flaming. True, it is active occasionally, but puffs of sulphur are all you are likely to get—if that.

Much more impressive, we thought, were the boiling volcanic workings at Solfatara—it was queer to feel the hot earth pulsing beneath one's feet. The sea being calm, a visit to romantic Capri proved an unmitigated pleasure: only good sailors can enjoy that two-hour trip if a swell is running! We were lucky even round by the under-

The aqueduct by which the great builders of Rome brought water to the city has left a noble line of ruins across the *Campagna Roma*. Right: A group of 12th-century pillars in the church at Monreale in Sicily shows the varied influences of past architecture.



On the autostrada south of Naples the country bathes in the clear sunshine. Above: A sturdy Tuscan girl. The speech of Tuscany is thought by many Italians to be the most pleasant of the tongues of Italy





## FROM NORTH TO SOUTH IN ITALY . . . . . continued

current-lashed Blue Grotto—surely one of Nature's wonders, with its waters of an incredible translucency.

A climb up Vesuvius (if interested and energetic enough—which we were not), and a visit to Pompeii are both done from the 23 km toll road that runs from Naples to the excavated city. (Specimen charge, about 4s 8d for a 10 h.p. car.) Really to appreciate the tragedy which overtook Pompeii in the year A.D. 79 one should brood over the findings—civic, domestic and human—in the restored museum at the site as well as see the fine excavated works of art in the National Museum, Naples. Look, too, for the chariot ruts by the wet-weather stepping-stones, and reflect on the thousands of wheel turnings necessary to make those grooves in such hard stone.

After Naples we knew we should be entering different country—not only because the vegetation changed from a mixture of north and south; from cypresses, pines and

THE AUTOCAR,

blossoming trees to orange and lemon plantations, almond, walnut and sweet chestnut trees, as well as the ever-present olive groves and vineyards—but also because we were going to pass through the problem area of Italy, through a poor land sadly neglected; where poverty was rife and the men have seized land from absent landlords.

It had previously been suggested to us that we stop at Cosenza for the night (it is about 200 miles from Salerno to this chief town of the fig-producing region) and though, despite pessimistic prophecies otherwise, we saw a few small hotels at which we would not have minded staying, we kept to our plans so as to be not too late next morning at Villa San Giovanni. The ferry is primarily for trains, so cars are tucked in beside the coaches. It has an excellent bar and lounge, but such luxuries were not for the peasants who filled the lower deck. Most of the women there wore the more ordinary voluminous black skirts and blouses, with white kerchiefs on their heads, but at San Eufemia, in Calabria, we had been fortunate enough to see the now rare local dress of red, white and black.

The 166-mile run from Messina, bravely rebuilt after the earthquake of 1908, to Palermo was most enjoyable. The road, though not category one except from Messina to Capo d'Orlando, is quite good, and gives lovely views across to the Lipari Isles. But everything in Sicily delighted us. For one thing, it was refreshing to see so much sub-tropical greenery after the relative bareness of the Calabrian heights. Moreover, some of the little towns we went through, perched on headlands or slumbering by gentle bays, were very attractive and enticing.

At Palermo we decided not to go all round the coast this time (for most definitely there will be another for us in this "Land of Eternal Spring"), but to make the capital a resting place for a few days, and to potter from there. We found it a pleasant city, with good shops, restaurants, cinemas, and so on. Trolley-buses, cars, lorries, cycles, horse-drawn *carrozz*, elaborately painted Sicilian carts, and ditto little donkey outfits made the life of the Sicilian capital in keeping with the colour and vitality of the Sicilian people.

Although there is evidence of Saracen and Norman conquest in many pieces of architecture, we found little in Palermo to give a long-ago atmosphere except the exquisite, mosaic-encrusted Palatine Chapel in the *Palazzo Reale* (A.D. 1132), and the tiny, mosque-shaped but Norman church of *San Giovanni degli Eremiti*. In the cathedral of Monreale, a few miles outside, are some more early 12th-century mosaics claimed to be among the finest of their kind in the world—and some cloistered pillars which are veritable "poems of stone."

One of our trips was out to the well-preserved Greek temple at Segesta (middle 5th century, B.C.), and another was across to ancient Agrigento, on the south coast. (I



The coast road is built out over the rocks and sands on a viaduct at Arnalfi.



Early morning, for the view of the lovely Ponte Vecchio over the Arno at Florence, a famous example of the built-up bridge of the old times. Right: A street in Pompeii. Some say that the stones were stepping-stones for pedestrians, but there is also a theory that their narrow gaps discouraged dashing driving by the charioteers. Below, right: Under-side of the splendour—a back street in Naples.

ought perhaps to add that it was the writer's insistence which determined a visit to *both*. More reasonably minded souls would, in the circumstances, probably be content with one.)

The run across mountainous country to Agrigento made us realize, however, that climatically and geologically the interior of the island is tougher than the sub-tropical coast. The same impressions were gathered when going from Palermo to Syracuse and Catania (262 miles)—the former for the unique Greek theatre, and the latter mainly because it was on the way to Messina. From Catania, too, is a fine, twenty-mile road, opened in 1935, which comfortably took us 6,000 feet up the slopes of volcanic Mount Etna, with beautiful panoramas below. But we did not climb to the 10,835 feet summit, for that would have involved mules or many hours of Shanks' pony. Instead, we rejoined the Messina road, pausing (of course!) to visit the Greek-Roman theatre on its cliff top at superbly situated Taormina, and admire the renowned view across to Mother Etna.

On the return journey we retraced our wheels as far as Cosenza and then, instead of taking the coast road, continued inland. We rather missed the sea, but found compensation in the rugged scenery and picturesque, if squalid, villages. From Naples we came back via Siena, Florence, Bologna and Milan—seeing as much as we could of the two former historical cities but sparing but a few hours for the latter. Our last linger was on the shores of lovely Lake Maggiore: our last *arrivederci* at Iselle.





On the flats at Pentewan, a little port in St. Austell Bay and near Mevagissey, Cornwall. This is a popular camping ground with a fine beach. The views from the coastal road across the bays and headlands are striking.

## Caravan Topics

By E. A. SISSEY

**A**CAR and a caravan . . . what a grand combination! The mobility of motoring with the freedom of camping. Just the thing for a real break—the car as the magic carpet and the caravan the mobile hotel. No better change could be possible, provided the right caravan is used and suitable sites are chosen. To those lucky people who are planning such a holiday I would, without any presumption whatever, offer a few words of counsel, for I have seen holidays completely spoiled for the want of a little care in preparation.

If you are hiring a caravan and you are inexperienced, go first to a reputable dealer, but in any case don't decide upon a large and heavy caravan just because it looks like home and the lady falls for it. Large caravans are all right for living in and for occasional towing, but on holiday can be the very dickens. They restrict mobility, make access to sites difficult, are a strain on the car and the driver, and on soft ground can be as obstinate as an Irish donkey on market day. In hilly country, in the hands of a novice, they can be a real menace. For holiday use the motto should be lightness before lavishness. A single-panelled van is quite suitable, and the main requirements are comfortable sleeping accommodation, adequate cooking facilities, and reasonable toilet amenities. Palace hotel comfort is not necessary. "Making do" on a camping holiday is all part of the fun.

### On the Panel

WHEN holiday touring with a caravan one is liable to get on to narrower roads than one is normally

accustomed to, especially in Wales, and where they are cut out of the solid rock, as many are, it is the easiest thing in the world to damage the panels or to pull off a window or door louvre. The main cause of this trouble is the number of motor coaches met nowadays on even the narrowest of roads. By virtue of their bulk and weight they easily crowd you into the side. Usually the manoeuvre has to be done very quickly, and it is then that the damage is done. I've had my lesson; I know better now. When I see the approach of a coach I pull into the side as near as I dare, and if there is nothing behind me, I stop. I then let the coach pass me, and invariably I find that it slows down to a mere walking pace. Whether this is because, since it is the moving object, it would be liable for any damage sustained I wouldn't know, but this manoeuvre seems to spell safety.

### Braking

EVERY caravan over the weight of 2 cwt must be fitted with independent brakes which are capable of being operated by the car driver, or actuated by the caravan over-running the car (the usual practice), and must also have independent control when uncoupled from the car. It is in this latter provision that many caravans are unsatisfactory. Levers are weak or have small leverage, are badly positioned, and in some cases operate in such a way that in an emergency the brake could not be applied. It is sometimes necessary to unhitch the caravan on an incline owing to failure on a hill or when camping on sloping

ground, and the brake is then required to be operated manually. It is in such adverse circumstances that usually the brake is found to be ineffective. For this emergency (although prevention should be the aim of every caravanner) a block of wood—two blocks for real safety—should always be carried to act as chocks under the wheels. These are also very useful when manhandling the caravan on the grass—for zigzagging same into position by using one block alternately (first left, then right) under the wheels. They are also useful for placing under the jack in the unfortunate event of a puncture happening in a field, and for use under the corner jacks on uneven ground.

### Ware of Wind and Mist

DON'T camp too often on high ground. Mist is inclined to hang about the hills and you imagine it is the same everywhere. I remember being marooned in the caravan for three whole days on the cliffs high up over Clovelly by thick mist, when later we found that down on the sea level it had been perfectly clear and enjoyable. Study the direction of the wind when camping, and choose a position on the lee side of a hill or trees, with the back to windward. For five days we were exposed to the fury of an Atlantic gale at Mortehoe in North Devon when, by moving to Coombe Martin, a few miles round the corner, we could have enjoyed calm and peacefulness. The effect of this move on our enjoyment was remarkable, although in the ordinary way the site at Mortehoe is perfect.

THE AUTOCAR, JANUARY 26, 1951

FOR TOWN . . . OR COUNTRY



*The Silent Sports Car*

*The 4½ Litre*

**BENTLEY**  
Mark VI

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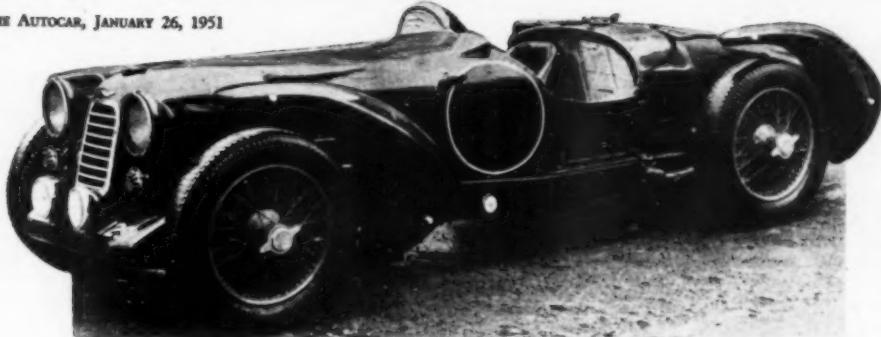
All world's land  
speed records in the  
last 20 years have been  
achieved on Dunlop



THE WORLD'S MASTER TYRE  
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BY APPOINTMENT  
MOTOR CAR TYRE  
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In sports car form, with the ultra-light wings originally fitted for Spa; they came from a Le Mans Delage.

## TALKING OF SPORTS CARS

No. 334

## HORSFALL LEGACY

TRANSFORMED SPEED MODEL IS A MONUMENT TO A SKILFUL ENGINEER AND BRAVE DRIVER

WITH only moderate fear of contradiction it may be claimed that in one of its life leases the Aston Martin here reviewed was a faster car than any other Aston Martin ever built, before or since, although strictly speaking the evidence to support this is another story, because at the date in question EML 129 was in racing trim. And this is definitely a sports car feature. Nevertheless, the academic interest of such a matter being powerful I shall allude to it again in its proper place.

The authorities consulted were hazy about the car's early history, although it is known that EML 129 left the Feltham factory as an ordinary 2-litre Speed Model with two-four-seater body, and was owned by a subject named Strutt. From him it passed to Speed Models, Ltd., who, in 1939 or thereabouts, embarked upon a costly and ambitious conversion to what a later generation would know as Formula B form; it may therefore be deduced that Speed Models' staff included an uncanny formula diviner. On the natural—as opposed to supernatural—side they lowered and shortened the frame and impaled thereupon a light, slim body suitable for what Sir Walter Scott called "hardy sports and contest bold." The Aston emerged some two inches lower and six inches briefer than stock, and, of course, quite transformed in appearance. The oil tank, which in its normal inter-dumb iron position would have given prohibitively poor road clearance with the chassis at its new elevation, was switched to the passenger seat, the latter being cowed over to reduce drag.

The next owner was Tony Rolt, who in turn sold out to the late Jock Horsfall. Jock started again where Speed Models had left off, his target, like theirs before him, being the development of a genuinely potent racing car—something, indeed, not greatly inferior to the fabulous Dixon Rileys on which Horsfall had himself worked pre-war under the maestro's guidance.

I have a letter written by Jock in January, 1948, to Gordon Sutherland, now A.M. Owner's Club president, whose Aston Martin associations are well known. At the stage then reached, i.e., fully stripped, compressioned for dope and with an Amal carburettor to each of the four cylinders, the machine was doing zero to sixty in 7½ sec and standing quarter-miles in 14½ sec, reaching 88 m.p.h.

at the end of the quarter. This Jock considered "all the more encouraging because I have not exceeded 5,000 r.p.m." although the special connecting rods were putatively safe for seven thousand. "The maximum speed," to quote again, "should be around 140 m.p.h. Acceleration is about equal to that of the E.R.A. I used to drive"—meaning the Rolt car, R5B, alias Remus.

## Out for Maximum

At that time the engine had been only roughly assembled for testing and it was known that the pistons fitted gave differing compression ratios. The acceleration times quoted were no flash in the pan, the variations over repeated runs being in no case greater than a fifth. (These performance figures, taken on dope and with the car stripped down to an overall weight of about 16 cwt, are perhaps less irrelevant in T.O.S.C. than they seem, for they may well serve as a useful guide to other Speed Model owners contemplating the extraction of absolute maximum power.)

Three months after penning the above letter to Sutherland, Jock and the Aston turned the Luton Hoo course in 79 sec dead, making fastest unblown time irrespective of class (for comparison, out and out f.t.d. was Bob Gerard's 74.4 on the 2-litre E.R.A.).

As so often happens when a perfectionist like Horsfall goes to work on a car,

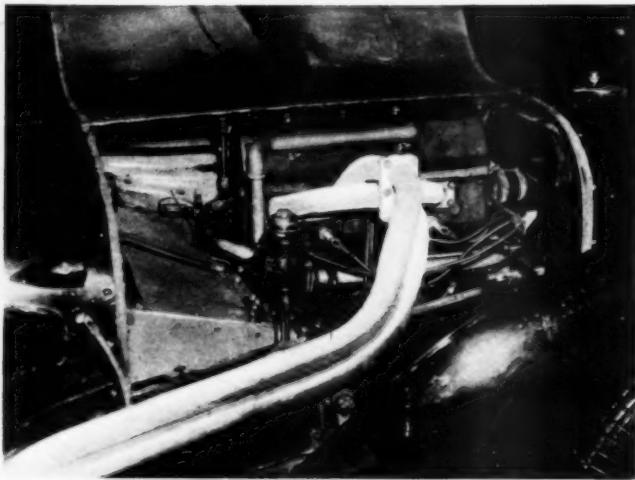
there was an almost ludicrous disproportion between perambulatory and bench-bound man-hours. On and off, mostly on, he devoted two years to getting EML 129 the way he wanted it, yet as far as I can remember or discover he ran it only twice in competitions—once at Luton Hoo and the other time at Spa in 1949, when he drove single-handed to second place in his class (behind the Ferrari of Chinetti and Lucas, which covered the greatest distance of any car in the race) at 76.25 m.p.h. average.

Thus, about four-fifths of Jock's backroom hours were given to making a racing car more so and the remaining fifth to converting it back to sports form in readiness for Spa. Among the tasks entailed by the secondary conversion were the fitting of the ultra-light aerofoil wings seen in the accompanying pictures (these came off a Le Mans-type Delage), re-compressioning for the standard fuel obligatory at Spa, substituting two carburettors and a normal manifold for the Amal quads, installing an enormous thirty-gallon fuel tank and adding lighting and silencing gear.

Although this latter series of operations took a deal less time than the original up-sooping to 125 b.h.p. level, it was carried through with the same consummate thoroughness and attention to detail, with the salutary result, from where the private entrant-driver sat, that he covered nearly fifty miles more in the 24 hours at

The cockpit as it now is. A more ambitious windscreen is projected.





## HORSFALL LEGACY

continued

Spa than the works 2-litre Aston with i.f.s. chassis and aerodynamic coupé body. "To make sure it's done properly, do it yourself," was the first tenet of the Horsfall creed. He practised this as well as preaching it. When, for example, the A.M. factory lent him a mechanic to help prepare EML 129, the poor *bloque* confessed on returning to Feltham from the Horsfall knotranch at Dunwich, Suffolk, that his six weeks' stay had been almost exclusively dedicated to cleaning the thing.

I have no check on how much non-competitive road motoring Jock did on EML 129, but I know he ticked up a sort of miles. Every run he took on that car was a race rehearsal, combined with a merciless fault-finding essay. Many were the all-day blindest he undertook, staggering the averages he set up between widely separated points. Having put the job together like a watchmaker he would drive it as though his one desire was to smash it irreparably. Just down the way from his Suffolk place, I remember, was an open curve connecting two straight stretches of by-road across flat and hedgeless heathland. When suspension and steering experiments were afoot he would practise taking that one bend for hours at a stretch. If, as sometimes happened, the Aston spun out at eighty and sliced a swathe through the surrounding heather, well, something wasn't quite right . . . so back he'd go to base, try another combination of shocker settings, tyre pressures and what-have-you, then start all over again. In the aggregate these local workouts must have piled a big mileage on to EML 129's meter.

Whichever way you turn in an inspection of the brave old Aston you come across fresh little evidences of its former owner's fanatical insistence on detail perfection. The steering arms are just one case in point. He carved them from the solid with his own hands. Relieved in just the right places, and none of the wrong ones, they are precious ounces lighter than the standard article, yet it

doesn't need a stressman's brain to recognize their impregnable strength. Suspension is something else over which he mulled interminably. EML 129's spring dampers are one of a score of features that set the car apart from every other pre-war Aston: both pairs are hydraulic, fronts by Girling, backs by Rolls-Royce.

### Present and Future

After Jock's death the car was sold to its present owner, Ernest Stapleton, a long-standing connoisseur of the *marque* and a luminary of the Aston Martin Owners' Club. Stapleton was lucky to acquire this monument to the skill and patience of perhaps the greatest figure in A.M. history, and he knows it. So does his wife, Betty, who takes turns at driving EML 129 in speed events of one sort and another. Stapleton has so far left well alone, in the main, but a few weeks back the Aston was in process of being fitted with a straight-across screen, which will in turn form the frontal anchorages for a skimpy hood. The intrusion of such furnishings may not be wholly in keeping with the stoical Horsfall tradition, but Horsfall, after all, was a bachelor. In any case one impugns Betty's toughness at

The exhaust is arranged as a dual-pipe system, one pipe taking off from the end cylinders and the other from the centre ones, giving equally spaced impulses in each of the pipes.

one's peril, for she alone, to the best of my knowledge, has ridden far and fast in all weathers in the passenger seat, which is not a seat at all but the aforesaid oil tank, all 3½-gallonsorth.

Naturally, in surmounting such a bulky container, the passenger takes all the wind and rain and muck there is going right on the frontispiece. This, Mrs. Stapleton now admits, is taking things rather beyond a joke, and Friary Motors, of Windsor, who maintain the car these days, are accordingly fangling a new lower position for the oil tank, down among the feet.

Between them, the Stapletons had a busy and not unsuccessful season in speed events last year, competing at Prescott, Castle Combe, Silverstone, Brighton and elsewhere. The M.C.C. Silverstone meeting in September was their most rewarding day, with Betty making fastest time in her class in the high-speed trial and Ernest winning a five-lap scratch race and ranking second in the winner's handicap over the same distance. At Brighton, where distinction is not drawn between sports and racing cars in the ladies' event, Mrs. Stapleton was fourth, covering the standing-start kilometre in 34.8 sec.

In its present trim, of course, this Aston is not particularly light, a fact which is bound to militate against its chances in almost every form of *manifestation sportive* in comparison with moderns schemed from the ground up to ration poundage. As run in all its 1950 events with the exception of Brighton, it tipped the balance at over 18 cwt, a total to which the very large tanks contribute more than is pleasant to contemplate. Present axle ratio is 4.4 to 1, compared with the 4 to 1 that Horsfall pulled at Spa, and all tyres are 5.50 by 18in.

When the question of a possible rebuild and full-scale modernization comes up a quandary presents itself, for if he goes the whole hog and discards the old chassis in favour of something much lighter and with independence at anyway the front end, the owner may find he has made a poor exchange for a set of "vintage" characteristics which, in their own class, are possibly without equal. Well, he may and he may not take this decisive step—he doesn't know himself yet. Either way, the go-to-meeting almanac is again being thumbmed with a view to at least as full a programme in '51 as old EML 129 embraced last year, with the possibility of the Mille Miglia. Jock Horsfall, I fancy, would like the idea of that.

DENNIS MAY.

## Weight Distribution Trials Formula

THE West Hants and Dorset Car Club are making a serious endeavour to reduce the advantages usually enjoyed by specially built cars in trials. This they propose to do by the use of a formula, originated by J. B. Jesty, which will take into account the weight distribution of the car concerned; before the start of the trial the car will be put on a weighbridge, first front wheels and then back, and the percentage of weight on each axle calculated. The trial will be run on a basis of gaining marks, not losing them, and the total number notched up by each car during the event will be multiplied by the ratio

of weight on the front wheels to that on the back; in other words, the more weight you have on the back wheels, the worse your ratio and the fewer your marks.

This system will be tried out in the Hartwell Cup Trial on February 18, and it will be interesting to see how it works. It is certain that the really special type of trials car, with most of the weight at the back, will have to put up a very exceptional performance to achieve success, and much will depend upon the type of course chosen for the event. The cars will be weighed with occupants in position, and no extra fuel may be added afterwards.

## *The car you want to stay in....*

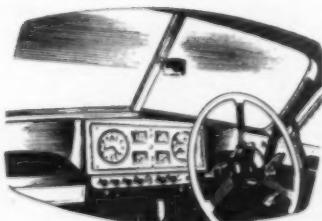
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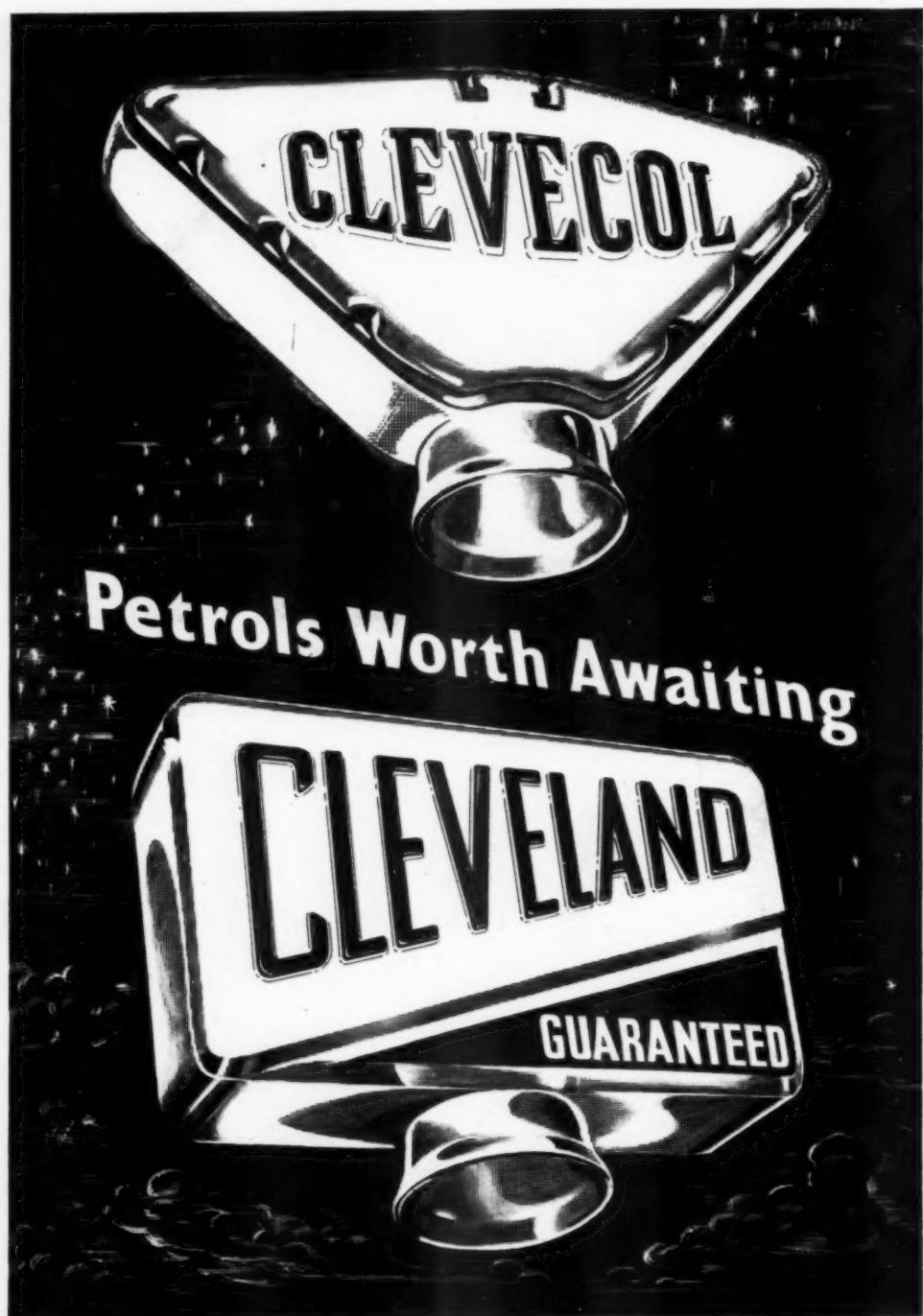


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The famous gateway by Inigo Jones at Stanway House, near Cheltenham. The Earl of Wemyss has presented some of this rich Cotswold stone to the Cheltenham R.D.C., which is to build four model Cotswold cottages at Stanton

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

### AUTOMATIC TRANSMISSIONS

Britain Must Keep Abreast of Rivals

[63077.]—I am a great admirer of The Scribe, and his remarks concerning automatic transmission (January 5) were of particular interest, as I had discussed the same subject with a confirmed vintage Bentley owner. His view was that if why worry, we have never needed it in England!

But I am afraid I entirely disagree. We must continue to develop, and our aim must be to produce better cars than our nearest rival. Many years ago the old Bentleys were in a class by themselves. Let us have more like this. N. H.

Norwich.

### FINISHES

Waxing Essential in Industrial Areas

[63078.]—The writer of letter [63047] makes it seem very simple, but few car owners today can rely on the colour, or even the shape, of the car they receive when their ship comes in. Polychromatics are somewhat harder than plain cellulose with colour pigment and, in my opinion, regular waxing is love's labour lost on the metallics. But, and it is a big but, waxing is essential on all other finishes in an industrial area.

Car owners should remember that the brilliance and depth of the shine depends on the actual surface of the cellulose. An unpolished, unwaxed car in an industrial town will age in a very few months. Under a microscope the surface of the finish looks something like an emery wheel, besides showing many

fine cracks and scratches. Until recently a beeswax polish was our only defence against sulphurous air-borne acids, but the new polish just announced promises to ease our elbows somewhat. Until this is available in quantity motorists wise should realize that wax fills cracks.

F. J. LAMB.

Newcastle, Staffordshire.

### DELETING THE BACK-LOG

Only Human Effort is Required

[63079.]—I was very glad to see the final paragraphs of your leading article in the January 19 issue, but I would go even farther than the writer. After saying that *The Autocar* would be pleased if there were signs of additional factory capacity being built to cope with the back-log of home orders, he qualifies the statement by saying that it is realized that such capacity cannot be provided at the moment.

To that I would retort, "Why not?" and the answer would no doubt be that labour and materials and money and so on (in other words, all the modern excuses) prevent it. None the less, if the spirit in this country today were not so defeatist, I maintain that these difficulties could be made to disappear. Labour can be increased by the simple expedient of everyone working harder and longer hours, and this fact in itself would solve many of the material shortages. Others are the result of there being literally not enough of a particular material to go round in the world, but, again, if our scientists worked harder and longer than they do at the moment they might well invent more substitute materials and solve that one.

As regards money, this means cash in terms of payment to

## CORRESPONDENCE

continued

the producers of the materials and the builders of the factories. Again, it is only the modern spirit that is lacking. Faced with a flood, the householder does not consider who is going to pay him to erect the sandbags that will keep the waters from the door. He gets on with the job.

This country is faced with a flood—a flood of unsatisfied consumer demand in all sorts of fields. It is high time that we all took off our jackets and set to work to stem it. All that is lacking is the spirit to tackle an emergency. All that is present is a greed that is foreign to the British nature, and the sooner that it is eradicated the sooner we shall get enough coal, houses, food—and cars. Their supply depends on *human effort*, and there is an untouched reserve of that in this country at the moment. It lies in the sixteen hours of each week-day that we have as leisure, and those two whole days at the weekend during which we enjoy ourselves.

ECONOMIST.

Bracknell, Berkshire.

## ROAD TEST DATA

Comparison Leads to Perplexity

[63080.]—I have compared *The Autocar* Road Tests for 1950 (January 12 issue) with others, and what an eye-opener!

The acceleration figures for identical cars tested show a large disparity, as much as 25 to 30 per cent in some cases, with *The Autocar* figures always the more conservative. Maximum figures in indirect gears almost always show another journal as optimistic, although it was interesting to see that *The Autocar* tester squeezed 3 m.p.h. more out of the DB2 Aston Martin in third gear, the exact reverse of the second gear figures.

It would be interesting to know the reason or reasons for these differences. Can it be that *The Autocar* testers have excessive aroidupois and tender right feet? J. U. FLETCHER.

Bath.

[Figures taken even on identical cars are bound to differ under varying conditions of weather, test ground and procedure. The Road Test staff may not be able to refute our correspondent's charge of aroidupois influence, but are confident regarding their right feet.—Ed.]

## SHAMPOO AND SHINE

Whence Stems the Gleam?

[63081.]—I was particularly interested in the paragraph in "Disconnected Jottings" entitled "Shampoo and Shine" (January 12) because I, too, had a similar experience.

On a recent Sunday when the temperature was very low, but the atmosphere very dry, I sponged down the car with warm water to which had been added a tablespoonful of a proprietary detergent. After this, however, I hosed the car thoroughly in the ordinary way. The subsequent wax polishing was easier than I ever remember before, and the result certainly better than is usual. Not only the cellulose appeared to have benefited, but the chromium parts showed an unusual gleam.

After reading of the experience of The Scribe I am anxious to discover, next time, whether the improvement is owed to temperature or to the use of the detergent.

Bexhill-on-Sea, Sussex.

GILBERT H. GOODWIN.

## NO COMPRESSION

Six-cylinder Breakdown Puzzle

[63082.]—I have recently been unfortunate enough to have had a serious engine breakdown in my 2½-litre Daimler. One of the bolts holding the little-end bearing fractured, with the result that the piston was broken into many small pieces and a hole about the size of an elongated penny was made in the cylinder head, thereby allowing the water in the cylinder-head jacket to pour into the sump, filling it full of oil and water.

Before the trouble was diagnosed I turned the engine over with the handle and was surprised to discover that there was practically no compression in any of the six cylinders. It is quite obvious that there would be none in the damaged cylinder, but I fail to understand why the remaining five cylinders should be so affected. I would add that before the breakdown the compression on all six cylinders had been very good (the engine having been completely reconditioned by Daimlers in Coventry some 16,000 miles ago). On withdrawing the five undamaged pistons they were found to be in perfect condition.

Can any reader say what possible reason there could be for

the compression to be practically nil in the undamaged cylinders?

Incidentally, it may be of interest to readers to learn that no sound was heard at the time of the damage, when I was driving at about 25 m.p.h.

A. L. HUGHES.

Wilmslow, Cheshire.

## REVERSING CHESTNUT

Views Wanted on Correct Procedure

[63083.]—A controversy has arisen between myself and my friends as to the correct way of reversing from a main road down a side road at right angles to it.

I maintain that one should reverse down the right-hand side of the minor road (as seen from the driving seat), whilst I am assured by everyone else that this is incorrect, and that one should reverse down the left-hand side. My point, of course, is that by keeping to the right-hand side of the road, one is (a) avoiding reversing into the stream of traffic coming up the side road into the main road, and (b) moving in the same direction as traffic travelling forwards down the side road away from the main road, i.e., on their left-hand side.

I should be grateful to hear the views of your correspondents on the matter.

H. S. WHITEHOUSE.

London, S.W.19.

## TWO PHOTOGRAPHS

Where Were They Taken?

[63084.]—I was interested to read the article "Mayflower on Trial" in the January 5 issue. With regard to the caption of the photograph which heads the article, unless I am much mistaken this picture was not taken in St. Neots. The point which I imagine it to be is Eaton Ford, about a quarter of a mile west of St. Neots' river bridge, and actually in the county of Bedford. Incidentally, the road was subsequently impassable under about three feet of flood water from the River Ouse!

I was also interested in the photograph heading the Exeter Trial report, the location of which was not given. Unless I am mistaken, this is on A.30 at a point where the road descends into the village of Yarcombe. Am I correct?

N. STANWAY.

Bedford.

[Correct in both instances.—Ed.]

## NIGHT LIGHTS

Panel On or Panel Off?

[63085.]—I do not desire to start a three-month argument among the motoring fraternity who read this (if they ever do), but I feel I would like to hear some other opinions on the subject of whether the instrument panel light should be left on or turned off at night.

As one of the youngest regular readers of *The Autocar* (age 18) I was shattered by being told by an older driver that no "good driver" ever kept his light on at night. Personally, I like to know what is happening, especially in a built-up area where at night 40 m.p.h. seems like 30 m.p.h. if one is not concentrating unduly hard.

Am I not a "good driver"?

London, S.W.5.

I. P. RATCLIFFE.

## POINTS OF FAILURE

Horns and Speeds at Junctions

[63086.]—Your correspondent [63055] evidently cannot discriminate between gently hooting to warn a cyclist on a narrow country road that he is being overtaken, as quoted by "Country Copper" [63022], and blasting with his horn at all and sundry to order them to get out of his way. There is a gentlemanly difference.

He also complains that he failed for not knowing the shape of a "Halt" sign. Yet he knew before going for test that he had to be conversant with the Highway Code, and still had not taken the trouble to study page 20 of that booklet.

There are many road junctions and cross-roads where it is extremely dangerous to travel at 10 m.p.h. after passing a "Slow, Major Road Ahead" sign. It is entirely a question of the presence or lack of visibility at the particular spot. The last sentence of paragraph 25, page 5, of the Highway Code adequately covers this point.

In fact, my sympathies are entirely with Mr. C. F. Schooling's driving examiner.

J. W. C. TATLER.

London, W.4.

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1949 **JAGUAR** 3½-litre Mark V Saloon, black, brown leather, 6,000 miles.

1949 **JAGUAR** 1½-litre Saloon, green, green leather, 8,000 miles.

1949 **JOWETT** JAVELIN 1½-litre Saloon, fawn, beige leather, 9,000 miles.

1949 **MORRIS** "Minor" tourer, black, beige leather, 5,000 miles.

1949 **MORRIS** "Oxford" Saloon, black, brown leather, 3,000 miles.

1949 **MORRIS** "Six" Saloon, black, beige leather, 5,000 miles.

1949 **RILEY** 1½-litre Saloon, black, brown leather, 6,000 miles.

1948 **ROVER** "75" P.3 Sports Saloon, black, red leather, 6,000 miles.

1949 **ROVER** "75" P.4 Saloon, black, green leather, 7,000 miles.

1949 **STANDARD** "Vanguard" Saloon, Gunmetal Grey, grey leather, 3,000 miles.

1949 **SUNBEAM-TALBOT** "80" convertible Coupe, silver green, buff leather, 4,000 miles.

1949 **SUNBEAM - TALBOT** "90" Saloon, satin bronze, red leather, 7,000 miles.

1949 **TRIUMPH** "2000" R.E. Saloon, Gunmetal grey, grey leather, 6,000 miles.

1949 **VAUXHALL** "Wyvern" Saloon, black, brown leather, under 1,000 miles.

1949 **WOLSELEY** "Six Eighty" Saloon, black, brown leather, 6,000 miles.

1949 **WOLSELEY** "Four Fifty" Saloon, maroon, beige leather, 6,000 miles.

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## CORRESPONDENCE

continued

## RELIABILITY

## Four Up in a Two-seater.

[63087.]—I would like to endorse Mr. John Prince's statement [63064] regarding the reliability of the small pre-war British car.

My own "steed" is a similar model Morris Eight two-seater tourer, 1936 vintage (67,500 miles on the clock and that may be second time round as I've had it only two years!).

In August last year it took four of us (all adults) and luggage, on a tour of France and Switzerland and part of Italy, covering over 2,500 miles in twelve days! The weight we carried must have been terrific as the back of the car was loaded with spare parts, including dynamo, fuel pump, bulbs, clutch plate, tubes and a large assortment of tools. The luggage (three large cases) had, of course, to be strapped on a specially made luggage grid on the back.

None of the spares was necessary, and not even a puncture was experienced over some of the roughest roads in Europe. We had one or two delays on a bad day in France, when the petrol pump kept blocking-up through dirty petrol or scale from the tank being removed.

The only other snags were change of a plug and burned-out distributor contacts on the return journey from Dover.

During the whole trip only  $\frac{1}{2}$ -gal. of oil was used for topping-up and m.p.g. worked out about 38.

As Mr. Prince states, bottom gear had to be used most extensively on the passes, which included the Bruniq, Furka, St. Gotthard and Simplon.

This was hard going for any car, as we did three passes in one day amid rain, swirling mists and even snow at the top of the Furka pass!

We had a very similar experience regarding water, and as we pulled up for a rest behind a Javelin, the owner rushed out to me and congratulated me and the car on making the climb with such a load, immediately offering to me his canvas water bucket, being positive we would need at least  $\frac{1}{2}$ -gal. of water. I assured him we had not boiled—and to make sure I opened up the bonnet to prove that not even a cupful was needed. This surprised him as he had had to top up. Our average daily mileage, being near the 200 mark, is quite formidable in a small car in strange country. But despite this and cobbled French roads we thoroughly enjoyed every minute of the trip. So much so, that we may even tackle it again this year—same car!

ROBERT COSFIELD.

Manchester.

## Further Travels with an Ancient Seven

[63088.]—Having read recent letters concerning touring holidays accomplished with the indomitable Austin Seven, I wish to relate my own experiences.

In May last I acquired a 1933 Austin Seven saloon (first registered 1932), mileage 68,000, reboared at 67,000; and during last summer completed a very successful touring holiday in Cornwall and Devon.

Carrying my colleague and me in the front, with camping and cooking equipment, and other assorted luggage in the back, the car was fully loaded.

We travelled overnight to Bristol, and then on to Bridgwater. From here we took the Taunton and Bampton route to Barnstaple. Following the coast road, via Bideford, Bude and Tintagel, with a visit to the ruins of Tintagel Castle, we reached Newquay, where a pleasant half-day was whiled away. On to Land's End, Marazion, Falmouth and Fowey, then across the Tamar at Saltash into Devon, and the road took us to Brixham. From here we visited the fair at Dartmouth, which was part of the regatta activities.

The last lap in the West Country took us through Honiton



A two-seater that took four (and luggage) 2,500 miles. See letter [63087].

and Axminster to Blandford in Dorset, and from there we turned northwards for home.

In eight days we covered 1,065 miles, using a little over 30 gallons of petrol, and two pints of oil.

The only trouble met with was the changing of a fan belt on the second day, and a puncture three hours from home on the last day.

PHILIP MOTTERSHEAD.

Manchester.

## DAZZLE

## Possible Backwards as Well

[63089.]—I should like to enter a strong plea for a considerable reduction in the wattage of the twin rear lamps now fitted to many new cars. A few nights ago I made a journey to the Midlands and got into a moving "queue" on the road from Coventry to Leicester, unfortunately behind a car fitted with these dazzling rear lights.

In the otherwise almost total darkness, these lights normally made vision in the intermediate space between his car and mine well-nigh impossible, and when his brakes were applied the increased brilliance constituted, in my opinion, a real hazard.

It is quite unnecessary for cars to be fitted with these glittering rear lights—easily seen a mile or more away—when their required functional range is that of a 100 yards or so.

W. M. HAROLD.

## LITTLE LAMPS

## Heating is the Right Idea

[63090.]—In answer to your correspondent [63051] I would say that the point of my original letter was to illustrate that it is possible to maintain a temperature level under the bonnet with a lamp so that the water in the engine will not freeze.

Examples of failure with this method can obviously be given, the commonest reasons probably being insufficient insulation over the bonnet, or movement of air around the engine accounting for a greater heat loss than the lamp supplies.

With all its defects, heat maintenance in one form or another means tackling the problem in the right way. Should the weather be cold, why lower the freezing point of the coolant with all its attendant disadvantages?

Anti-freeze has a tendency to find any small leak in the circulating system. Water thus treated is not such an efficient cooling agent. It is difficult to be certain of the strength of the anti-freeze after the first season, and its use precludes periodic flushing of the system.

I still think heat maintenance the best treatment for one's engine in cold weather.

BERNARD OLIVER.

London, S.W.19.

Ever since the accounts of two driving tests were published (August 12 and October 21, 1949) there have been occasional fulminations in the correspondence columns of "The Autocar" on the vexed question of the test. It has never been without its critics. Apart from the utter diehards, most are agreed that the test is a necessary, if sometimes troublesome, measure. All the same, the accounts of differing standards in the different regions suggest that there may be cause for complaint on details. The idiosyncrasies and unreasonableness of examiners have also been criticized.

## Examining THE Examiners



### THE ORGANIZATION BEHIND THE DRIVING TEST

DETAILS of the organization behind the test, obtained during a visit to the Ministry of Transport, left the writer's mind clearer on the question of what examining the examiners really means. Although it is possible here and there to drive the thin spike of criticism into the organization—the question of examiners' pay is a chink—the general impression is that of a difficult task dealt with on lines as sound as possible. The Ministry is doing, as such bodies often are, a thankless task, for no one endures easily the "bootless inquisition." The examiner who is responsible for a failure is reviled, at any rate mentally, while the one who passes his candidate is often forgotten. He is not likely to receive, in the mind of the candidate, any credit for success. In the official view, the use of the word "responsible" is wrong here, for the test is claimed to be of a constant standard and the examiner merely there to see that that standard is reached. It is not supposed to be a personal matter. There is another side to the unpopularity of the test, one that is plain when the official view is heard. Nobody has yet admitted that he was justly failed; it is almost too much to expect of human nature.

The salient fact revealed by the features of the organization is that "it all depends on the examiner"; he is the corner-stone of the structure, and the validity of the test as a contribution to road safety is bound up with his tact, knowledge, and judgment. The instructors are established civil servants, and they are recruited by the Civil Service Commissioners, not the Ministry of Transport. They can do two jobs, that of Traffic Examiner or of Driving Examiner, and there is no separate class for driving examiners. Once accepted, a candidate may be used for either work.

#### Details of Entry

The details of recruitment at a recent open competition for this grade are a source of information on the method of selection. A minimum of ten years' experience of driving is required, and there is a lower age limit of thirty. Selection is by driving test, and by an interview before a selection board. It is worth noticing that the qualities of the traffic examiner must include ability to write reports, and the education here implied is of importance in the work of the driving examiner. The board includes a chairman from the Civil Service Commissioners, and to introduce outside and neutral interests there are representatives from the motoring associations. Four referees are also required, so the selection is made with a personal background for the candidate in view. The salary of the driving examiners

is surprisingly low, and it may be wondered if this has any effect upon the type of applicants. Once selected by this competitive method—and a typical recent competition was for some fifty vacancies—the examiner undergoes a course of lectures and practical driving at one of the police driving schools.

The "bedside manner" for examiners has often been mentioned, and its absence sometimes deplored. The official view is that it should be encouraged, although there is always the possibility that an aggrieved candidate will complain of having been distracted by the examiner. Cheerfulness and charm, by building up the confidence of the candidate, are not, however, likely to be wasted. Opinions in the corridor ramifications of the Ministry upon the driving schools are rather guarded. These are well established, and they do assist the pupil with up-to-date knowledge of test requirements.

Since petrol was freed it has become much easier for the learner to obtain practice privately if he wishes—a change for the better.

#### Uniformity?

Examiners, as far as possible, are posted to the district they prefer, and changes of locality are not likely to be common. The standard training, the Ministry claims, should ensure uniformity in the standard of examining. The writer wonders if the examiner who has spent his life in Hognerton is likely to be as acute as his Cockney counterpart. Such difficulties are hard to avoid.

Some more general points were discussed. The number of protests against the yellow slip that are received is not large. It will be remembered that the test regulations stipulate that a complaint may be lodged. The usual form of such complaints is: "I think the test is excellent, but in my case . . ." There are some parents who find it impossible to believe that sons or daughters could fail in the test. The Ministry agreed with *The Autocar* that the test standard of driving would not be a great help, and might be the reverse, in crossing London in a rush hour. It is, all the same, the standard that they would like to see adopted.

To conclude soberly and factually with some figures, since the test was reinstated after the war (in November, 1946) there have been 1,594,000 applications for the test. The percentage of failures on average is now 38.40, but this does not exclude those passing the test at a second or later attempt. One of the Ministry's troubles is that 11.2 candidates on average failed to appear for the test every week.

J. F. H.

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# Vehicle Braking: A STUDY IN IMPRECISION

## PART 2 (CONCLUSION) . . . FACTORS INFLUENCING BRAKE PERFORMANCE

Last week the author described various braking phenomena and facts which appear in a Paper from the Road Research Laboratory ("The Factors which Influence the Braking Performance of Vehicles", by H. J. H. Starks, Ph.D., B.Sc., D.I.C., F.Inst.P.) He showed how imprecise the science of braking remains, to the point where the author of the Paper remarks that more work is called for in certain fields. In this concluding article he continues with mechanical systems and driver and passenger reactions to various braking forces.

**R**EADERS of *The Autocar* are familiar with the various braking systems; they have certain common features. All are operated by a spring-loaded pedal which causes the actuation system to bring shoes fitted with friction linings into contact with the drums. Upon the performance of the various systems, comments Dr. Starks, little has been published, but when new or in good adjustment there appears to be little between the various systems as regards the retardation they produce. Dr. Starks finds no evidence as to how they are affected by wear or lack of attention.

He interposes a comment on the importance of the time taken to depress the pedal to the point of *full* braking effort; this is a period that is frequently overlooked in talk about the more fascinating reaction time. For cars travelling at speeds up to 40 m.p.h. the time lag of pedal depression is of the order of 0.1 to 0.25 sec, but at speeds above 40 m.p.h. it appears to increase rapidly, an intriguing point on which

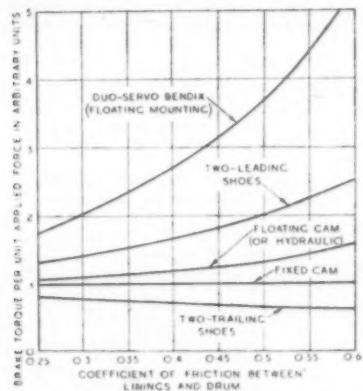


Fig. 5. Characteristics of different brake shoe assemblies.

Dr. Starks does not enlarge, although it may be assumed to be the result of the lothness of the driver to apply the brakes smartly at high speed, already mentioned.

Actuation of brake shoes is by various methods, again already familiar to readers of this journal, and it suffices to say that the difference between them, according to Dr. Starks, lies chiefly in the degree of self-servo action induced. Fig. 5 makes this as clear as any words can do. The graph also shows how little pedal effort is required to operate brakes with a self-servo action, and (be it cynically said) the disadvantage of the all-leading shoes that become all-trailing in reverse, a disadvantage that has been brought home to many a motorist who has reversed on a steep slope.

Dr. Starks then specifies the requirements of a brake from the point of view of road safety. It should, he says, have a uniform, adequate and consistent response at each

wheel to the effort applied at the brake pedal. Factors which upset this response are: (1) Changes in the frictional properties of the linings; (2) Oil, water, grit or loose abraded material in the drums; and (3) Changes in the dimensions of the drum and shoes, such as those caused by temperature changes, drum distortion and so on.

First comes brake fade, a phenomenon that is of increasing importance with high speeds and all-enclosed wheels. This is attributed to the action of heat in driving off volatile particles in the bonding medium and thus creating a lubricant on the rubbing surfaces. In addition, one authority has found that shoes heat up more slowly than drums, with the result that the radius of the shoe will be less than that of the drum. With continued braking under such conditions the lining will wear rapidly to the radius of the enlarged drum, and when the brakes cool down the shoe radius will be larger than normal, with consequent abnormal pressure at the shoe tips. In turn, this may result, where the brakes are designed for considerable self-servo action, in abnormally high self-servo action until the lining has once again worn to the shape of the cool drum.

### Susceptibility

Dr. Starks does not commit himself on this one, but is content with the observation that, whether it is true or not, it is known that brakes with a large amount of self-servo action tend to be more susceptible to changes in the frictional properties of the linings through temperature than those with little or no servo action. For this reason, he says, self-servo action needs to be carefully chosen in relation to vehicle weight and braking duties.

Linings, as everyone knows, are made of friction materials which are usually asbestos-based. Dr. Starks makes the point that these are intended for use with metallic brake drums having certain carefully specified properties, lining and drum being regarded as a unit; it is doubtful if many home car constructors bear such points in mind.

The coefficients of friction of modern linings generally lie between 0.3 and 0.5, and Fig. 6 shows the effect of temperature on the coefficient of friction of three different linings. For a given material, the actual value of the coefficient depends on the cleanliness of the rubbing surfaces and the temperature. Foreign matter may lower the figure, and temperatures in excess of 200 deg C (392 deg F) may lead to erratic variations in the coefficient. Such temperatures, he feels, should not need to be exceeded with cars, but he reiterates the warning that smaller wheels, with discs and shrouded, and higher speeds have increased temperature problems.

"The forces required at the brake drums to bring a vehicle rapidly to a stop are very large, necessitating either a high leverage in the actuation system or a high pedal effort by the driver" (Page 27 *ibid*). This sentence from the Paper is directly quoted for reasons which will become apparent later, and which confirm the imprecision with which the science of braking road vehicles is bedevilled.

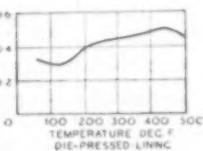
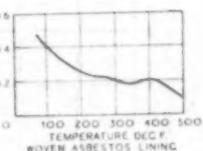


Fig. 6. Effect of temperature on the frictional properties of brake linings.

## Vehicle Braking

One authority has shown that, owing to the toggle action of the human leg, it is usually possible for a driver to exert an effort of about twice his own weight on the brake pedal, at least for a few seconds, but the age, sex and physique of drivers have a profound influence on the maximum of comfortable braking effort that they are capable of maintaining. Desirable pedal effort, says Dr. Starks, is a matter of taste, and he quotes a table which

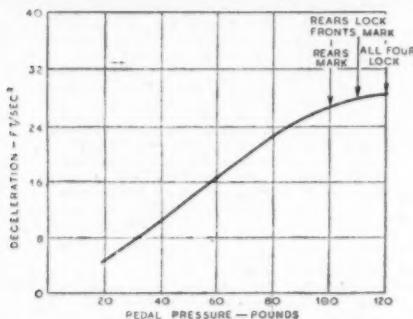


Fig. 7. Deceleration curve for a car with ideal pedal arrangement, resulting in a deceleration value of 25ft per sec per sec for 100lb of pedal pressure. Speed of car before braking was 30 m.p.h.

illustrates how widely this varies from car to car. It is only at this point that the reviewer feels inclined to differ from Dr. Starks. Ought it to be a matter of taste? Surely there must be an optimum between pedal effort and actuation at which point maximum braking can be obtained? Is not this another example of the imprecision of the science of braking?

The authority quoted holds the view that the ideal pedal arrangement for cars is one whereby the deceleration obtained is directly proportional to the pedal effort and has

a value of 25ft per sec<sup>2</sup> for a pedal effort of 100lb, which is well within the capability of most drivers. Fig. 7 shows the performance of such a system.

The relative merits of light, heavy and progressive brake pedal controls are often debated, says Dr. Starks, and from the viewpoint of road safety there is scope for a study of the effect of different types of brake pedal control on driver behaviour and liability to accidents. Maximum pedal travel for most drivers is found to be about 7in, and 4in is generally considered as an acceptable upper limit.

Modern brakes are capable of producing a deceleration of 1.0g (32ft per sec<sup>2</sup>) on a good road. One authority has gathered the reactions of personnel during controlled braking stops from 70 m.p.h.; when studying the table it is useful to remember that maximum permissible deceleration in public service vehicles is about 0.5g. A higher g figure is likely to cause serious injury to passengers:

### PERSONNEL REACTIONS TO BRAKING DECELERATIONS

Average Deceleration ft/sec <sup>2</sup>	g	Reaction of Driver		Reaction of Passengers
		Reaction of Driver	Reaction of Passengers	
8.5	0.27	Comfortable stop.	Comfortable stop.	Undesirable but not alarming.
11.0	0.35	Undesirable.	Very undesirable.	Severe and uncomfortable (may inflict injury if passengers unprepared).
13.9	0.43	Very undesirable; regarded as an emergency stop.		

Reaction time is, of course, of great importance, and Dr. Starks deals with it in his concluding paragraphs. Most of what has to be said has already been said in this journal, however, and there is no need to reiterate it. There is need, however, to support Dr. Starks in the impression that is evident throughout his Paper—that the science of braking lacks precision, and that such a vital subject should not do so any more than can be helped. Has enough work been done on braking? It is doubtful if it has, to judge from the published information which Dr. Starks has assembled in this very interesting symposium.

MICHAEL BROWN.

**Footnote:** Acknowledgments are due to the various authorities whose views have been quoted. They are too many for individual acknowledgment, but the complete list appears in Appendix A to Dr. Starks' Paper.

## The Autocar READERS' SERVICE

### Reducing Engine Size

I have a 1935 20 h.p. S.S.I. saloon with twin carburetors. Because of heavy petrol consumption and taxation I am considering the fitting of liners to reduce the rated h.p. to 16. Would it be necessary to make any alterations to the gear box, and are there any particular snags?

R. H. G.

Markyate, Hertfordshire.

REDUCING the engine size from 20 to 16 h.p. would mean a reduction in bore diameter of 7.5mm. This would mean a cylinder wall thickness increase of 3.75mm, which may create cooling troubles. A lower back axle ratio would

perhaps be necessary, but it is doubtful whether your modification would be very noticeable.

You should make certain that your carburetors are in good condition and perhaps consult your local carburetor agent, who may be able to suggest an economy setting to improve the consumption at the expense of top speed and acceleration.

### In Store

During the winter I use my car very little, sometimes only once a week. I have been told that it is a good practice to warm up the engine every day. I would like your advice.

A. E. Sheffield, 8.

IF you use the car once a week there is no need to warm up the engine between-times. Starting from cold six times a week unnecessarily will add to engine wear without any real benefit to the car.

### Oil Pressure

Oil pressure readings on my ex-W.D. Austin Eight tower are giving rise to concern. On starting from cold the pressure goes up to 30lb, but after a few seconds it drops to 5 or 10lb. It remains like this for about three miles, whereupon

it gradually goes up to 25lb and then remains steady. The engine is in good condition and the sump is correctly filled.

B. B. Epsom, Surrey.

YOU should make sure that the oil tube to the pressure gauge is clear and that the pressure gauge itself is functioning properly. Failing a fault here, you will probably find that the oil pressure relief valve is sticking. In this case, the pressure builds up to 30lb, the valve opens and fails to shut again, allowing the pressure to drop to 10 or 5lb. As the engine gets warmer the valve reseats itself and the pressure builds up to 25.

### Petrol and Paraffin

Is it possible to run a car satisfactorily on a 50 per cent mixture of petrol and paraffin? I realize, of course, that it would be necessary to start the engine on pure petrol.

D. H. M.

Watford, Hertfordshire. IT is not possible or legal to run a car on this mixture. Paraffin causes trouble by burning exhaust valves, and detonation owing to the lower octane value of the fuel.

Queries should be marked "Readers' Service" and accompanied by a stamped self-addressed envelope.

continued

# Grand Style: RECAPTURING THE SPIRIT OF GREAT MOTORING OF DAYS PAST

**A**MONG a comparative spate of motor- ing books published since the war, Mr. Minchin's\* is one of the most readable. The author was a well-known personality on the electrical side of the motor industry until recently, when he went into a retirement divided between South Africa and the South of France. He gives the reader no clear clues in the direction of his business background, however, except to those who happen to know something of his connections, and his book is the motoring autobiography of one who, clearly enough even to those who have never met him, is a personality and who has used to the full somewhat exceptional opportunities of owning good cars.

His motoring recollections date from following the Gordon Bennett races, including the ill-starred Paris-Madrid, of the early 1900s as a schoolboy, then Cambridge and first motor cycles and his first "real" car, one of the famous single-cylinder Sizaire-Naudins. Mr. Minchin tells amusing stories of the spacious Edwardian days when motoring was an adventure and of such machines as the 200 V-eight Darracq, owned by the Guinness brothers, and a 90 h.p. chain-drive G.P. Fiat, which engaged in a match race with a 170 Kaiserpriest Minerva owned by another undergraduate through the main streets of Cambridge early on a Sunday morning, the Minerva winning fairly easily. Subsequent fines totalled about £40, payable by the loser—one Rhodes-Moorhouse castigated then by the Bench as a good-for-nothing young man for his share in this prank, but destined five years later, Mr. Minchin reminds us, to become the first airman V.C. of the 1914 war for an exploit in which he deliberately sacrificed his life.

### Names That Live

For those of this present generation of motoring who have heard enough of the immediately pre-1914 era and of Grand Prix racing of the 1920s to realize that they have missed a golden age that cannot be repeated this book will convey much of the spirit that illuminated those carefree days of the big, hearty cars that are now cherished by Vintage enthusiasts. Mercedes 60 and 90, Napier, and 40 h.p. Metallurgique are names that still mean much to some and they were real to the author and his contemporaries. Brooklands comes a good deal into the picture, and itself is nostalgic to many still

younger than the author of this book. He visited most of the French Grands Prix, when that race was the principal event on the calendar; also the Isle of Man T.T., which brought him early acquaintance with W. O. Bentley and his first cars, marking the beginnings of the phase of sports car racing. Later Mr. Minchin was to be an eye-witness of the famous White House multiple crash at Le Mans in 1927, from which, as all know who are interested in motor racing history, one Bentley, though heavily involved, went on to win. He reasonably claims to publish the first spectator account of this crash even to have appeared. Two years later he was at Le Mans to see the one-two-three Bentley victory.

### Owned 154 Cars

If one chapter appeals more than another perhaps it is the description of experiences in high speed night delivery during the General Strike of 1926 of copies of the *British Gazette* to Cardiff with a team of 40-50 h.p. Rolls-Royce cars. Among the 154 cars Mr. Minchin tells us he has owned there have been many Rolls-Royce, and, later, 3½ and 4½-litre Bentleys, and he came to know the late Sir Henry Royce better than most men outside the organization, visiting him both at West Wittering and at Le Castel, whence in the later years of his life the great engineer directed operations.

Interesting is the reproduction of a letter from Rudyard Kipling written in 1921 to Claude Johnson, organizing genius of R-R from the earliest days until his death in 1926. This constituted a tremendous and perhaps unparalleled tribute to service rendered to him as a Rolls-Royce owner after breakage of a spring leaf when touring in the South of France over the bad roads of the period. Another R-R section of the book, among much in this direction, is a reprinted local newspaper's report of police court proceedings in which Mr. Minchin was successfully defended by Sir Walter Monckton, K.C., against a charge of driving at a dangerous speed. The defence hinged on the then unprecedented stopping power conferred by four wheel brakes as first fitted in R-R history to a 1925 40-50 h.p. Phantom I.

For historical reminders and its anecdotes, its atmosphere of spacious days and its introduction of well-known people in motoring, *Under My Bonnet* is highly recommendable. It suffers to some

extent from a construction which allows a sometimes disconcerting shift of date that leaves the reader wondering for a moment where he is, but the material and the way of telling transcend this defect. The present reviewer is liable, perhaps, for two reasons to be accused of bias in favour of this book, but such a charge he must refute in advance on grounds of enjoyment derived from start to finish. First is the fact that its foreword is by S. C. H. Davis, whose name the author links in his opening chapter with those of, among others, Royce, Morris, Renault, Campbell and Segrave, and to whom he refers in his introduction as "one who has done so much for England in the motoring world." Secondly is the fact that a chapter is devoted to *The Autocar*, of which in general Mr. Minchin is kind enough to express the view that "few motorists today realize what they owe to this paper; how it kept interest alive when the motor car movement was flagging and how it has fought for the motorist in all sorts of ways."

### Full House

Mr. Minchin relates that in 1911 he started collecting *The Autocar*, and with considerable effort and expenditure he later acquired the numbers from the commencement in 1895 to that date; in 1947, when he went to live in France, he presented his unique collection of 92 volumes to the Rolls-Royce library at Derby, on condition that "our premier motor car makers continued to keep the collection up to date." "There they are today," he adds, "the complete history of motoring." He is certainly entitled to preen himself mildly on a correspondence which he started in the Correspondence column of this journal in April, 1942, in which readers were invited to recall as many makes of cars as they could write down in an hour. As an antidote to wartime drudgery and horrors this correspondence was a "snowball" which went on for many months. In due course the present reviewer summed up the position to date in an article in *The Autocar* of August 21, 1942, and found that 1,063 cars had been named. Mr. Minchin received many letters himself as the instigator of this popular "game," one of which accused him of hindering the war effort!

H. S. L.

\* *Under My Bonnet*. By G. R. N. Minchin, M.A. G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 15s.

### BOOKS RECEIVED

**Monte Carlo Rally.** By Russell Lowry. Published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 7s 6d.

This pleasantly light-hearted account of Russell Lowry's experiences during the 1950 Monte Carlo Rally contains, nevertheless, many useful hints for those interested in this arduous form of motor sport. Illustrated with the author's own sketches, it brings home to the reader the trials and tribulations undergone by all rally crews, in a human and readable manner.

**The Modern World Book of Motors.** By Laurence H. Cade. Published by Sampson Low, Marston and Co., Ltd., 25, Gilbert Street, London, W.1. Price 8s 6d.

This book deals with all aspects of cars and motoring over the past fifty years and makes very interesting reading. It is well and profusely illustrated and should appeal particularly to boys of all ages as well as interested adults.

**Motor Sport Racing Car Review, 1951.** By D. S. Jenkinson. Published by the Grenville Pub-

lishing Co., Ltd., 15-17, City Road, London, E.C.1. Price 7s 6d.

The 1951 edition of Denis Jenkinson's annual review of racing cars is more comprehensive than ever, and contains a wealth of information about the principal cars competing at the present time in races run under all three international formulae. In particular, the author has made a praiseworthy attempt to classify and describe all the different racing Ferrari models, while such new projects as the single-seater Connaught and A.F.M. Formula 2 cars are also dealt with fully.



Memories revived : The 3-litre Mercedes-Benz on the Nürburgring during a tryout by Hermann Lang. This, with its two sisters, was earmarked for racing in South America.

## THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

BY the time most of you read this, the competitors in the Monte Carlo Rally will either just have finished their run to that sunny—we hope—clime, or will be struggling with the last mountain section of the route, depending on whether they were early or late starters; and almost all their trials and tribulations will be over. There will remain the regularity and speed test, round the Monaco G.P. circuit on Sunday; but they will at least have been to sleep by then, and nothing seems so bad after a good long sleep in a bed that isn't continually taking hairpin bends. And let us hope

for plenty of British entries among the first fortunate fifty who alone will qualify to take part in that second test.

THE annual conference convened by the R.A.C., at which representatives of all the motoring clubs can have their say on matters affecting competition, had its 1951 sitting recently, when the national calendar was revealed in all its glory. This year the total adds up to 547 events scheduled to take place in Great Britain, which is a staggering figure by any standards, and results in—on at least one occasion—fewer than twelve meetings on one day. Well, so long as the enthusiasm and supply of willing entrants exist, let 'em all come; it is certainly a sign of the healthy state of the sport in this country.

Among the many points raised at the meeting were the possibility of some remission of entertainment tax on motor racing (in two years the B.R.D.C. has paid just over £21,000 in this way) and the legislation at present pending which will compel competitors in all international races to wear crash helmets; discussions are now proceeding with a view to the establishment of a standard specification for these unwelcome but very protective devices.

THIS year the R.A.C. hill-climb championship will embrace six events, and the competitor will be judged on his four best placings, irrespective of how many events he has entered. Moreover, the marking system (10 points for f.t.d., 9 for second, 8 for third, etc.) will this year apply to all competitors in each event, whether entered for the championship or not; in other words, if you take second place at Shelsley behind someone who is not in the championship, you get only nine marks instead of ten as hitherto.

THE proposal to hold a sports car race round the motor cycle T.T. course in the Isle of Man has unfortunately had to be shelved for the moment, by a decision of the Manx Government committee

which deals with such matters. Their official reasons are given as follows: The inconvenience which would be caused by the necessary further closing of the roads; the cost, estimated at £5,350; the alterations to the circuit, recommended by the R.A.C.; the difficulty of marshalling such a long circuit; the doubt about the interest which would be taken in such a race.

Of these, I cannot see the marshalling difficulty, which is overcome in such a splendid manner each year for the motor cycle races, while there is little doubt about the interest that would be aroused once the event were on the international calendar; if matters could be so arranged as to attract a representative international entry. However, I have also heard whispers of another objection, raised by the motor cycle world; in view of the proposed date of the race, just before the motor cycle events, there was some fear of the state of the roads, which might have proved too rubber-coated and slip-



THE MAN AT THE WHEEL

A. J. Butterworth

Since the war, Archie Butterworth has occupied quite his fair share of motoring news-space, both by reason of his successes and of his rather unorthodox views and plans concerning racing cars and their design. Commencing with an unblown 4½-litre four-seater Bentley, he competed in various events, his best effort being the run which gained him third place in the handicap Ulster Trophy race in 1947.

Meanwhile Archie, in addition to designing armoured fighting vehicles for the Government, was doing much the same thing on his own account, and the result was the remarkable A.J.B., which combined the extraction of a large amount of power from an unsupercharged Steyr engine, enlarged to 4½ litres, with the advantages—for sprint work, at least—of four-wheel-drive. With this, the "bearded Butterbody" was sixth in the 1948 Weston speed trials, while the following year at the same venue he won the fastest unsupercharged car award in spite of a sensational blow-up, (a con-rod broke when he was two-thirds of the way up the course). In 1949, Archie put up fastest time of the day, beating all comers, in the Brighton Speed Trials, and since then has gained still more laurels with the same car.

Now, in 1951, Butterworth has left the Army's vehicles to their own devices, and is in business on his own account as designer and manufacturer of racing cars. He is developing a very interesting lightweight unblown 2-litre flat-four power unit, suitable probably for the Cooper chassis, for Formula 2 events, while the all-independent four-wheel-drive chassis for the unblown 4½ engine, plus five-speed gear box, for Formula 1 is also under way. Future developments from this quarter should be very interesting indeed.

pery for the two-wheeled types. This is a perfectly sane and valid thought, and this difficulty would not have arisen if the original date could have been adhered to, as this was after the motor cycle races; unfortunately this brought the race into too close proximity with Le Mans.

Anyway, the Manx Automobile Club are still firmly resolved to overcome all these difficulties, and to hold the race next year if humanly possible. More power to their elbow.

ALL those bodies with any direct interest in the Grand Prix formula question were invited to a conference at the R.A.C. on January 16, and practically all of them were represented in some way or other. The purpose of the meeting was to attempt to obtain some measure of agreement as to the recommendation to be made by this country's representative (Earl Howe) at the international meeting which will take place in Brussels on February 17 to consider the question of the possible revision of the formula for the five-year period commencing January 1, 1954.

It was extremely interesting to hear the variety of views expressed by people whose main interests were on broadly similar lines; one thing, however, was very plain, and that was that total—or near total—agreement would never be reached, mainly because of the wide variation which was evident in speakers' conceptions of what should constitute Grand Prix racing and what purpose it should fulfil. In the view of the writer, it is no good expecting this form of racing to provide a field of immediate development for ordinary production cars; this is taken care of by sports or production car racing. Out-and-out racing, which is the

real field of the Grand Prix car, does provide long-term development of many things which have a bearing on car design in the future, but its main functions are to provide an outstanding spectacle and to maintain the prestige of the nations responsible for the cars taking part—in other words, it is an innocuous form of national propaganda. One speaker at this meeting deplored this suggestion, believing that it detracted from the sporting aspect of racing; but it is one of the few ways in which this expensive demonstration can be brought within the realms of financial possibility, and if only all nations would restrict their propaganda to the field of motor racing, the world would not be in such a mess as it is at present.

Whatever form the new formula may take—and it is not yet certain, of course, that any changes will be made—the existing formulae apply to the next three seasons, until the end of 1953, so there are still a good many races to be run before any change comes into force.

REGULATIONS are now out for the Hagley and District L.C.C. Cleer Hill Trial on February 4. This is always a good event, and is open to members of the promoting club and of the Bristol, Sheffield and Hallamshire, Sunbac, Leicestershire, Cheltenham, Shearstone and the Seven-Fifty clubs. The three classes will be up to 1,050 c.c., 1,050 to 1,300, and over 1,300 c.c., while supercharged cars under 1,050 c.c. will run in the middle class. In addition to the class trophies there is also a cup for the best 750 c.c. performance. Entries closed on January 23; enquiries to J. K. Barnsley, Belbroughton Road, Blakdown, near Kidderminster.

## CLUB NEWS

**Alvis O.C.**—Some 52 Alvis enthusiasts attended the inaugural meeting of the Alvis Owner Club at the Swan Hotel, Tenbury Wells, on January 14. The 20 cars of this marque which appeared on this occasion ranged from a 1924 12-50 to a 1950 Fourteen sports. The business of founding the club was carried through successfully, L. T. C. Rolt agreeing to act as chairman, *pro tem.* R. P. Mirks was elected honorary secretary, and potential members may contact him at 201, Yew Lane, Ecclesfield, Sheffield, 15. N. S. Hyslop was elected honorary treasurer. An a.m. and social event is planned for a day in April, time and place to be announced in due course.

**Welsh Counties C.C.**—Although formed as recently as May, 1949, the club now boasts 111 members. A speed hill climb, two rallies, a trial, a gymkhana and a *concours d'élegance* have been held, and a thriving social side has developed. A trial will be held on February 25. The new honorary secretary is G. N. Lovendrie, "Dryngarth," Laverock Road, Penrith, Cumbria.

**North Midland M.C.**—On January 14, 22 cars started from the Devonshire Arms Hotel, Baslow, for the semi-sporting trial. Because of previous bad weather, organizers Barker and Meedham had to run the trial as a follow-my-leader, with five observed sections. Unfortunately, the first had to be omitted because it turned out to be too difficult for standard cars. Three competitors retained clean sheets and best performance was put up by Edward Harrison (T.C. junior), in spite of losing two inner tubes during the timed climb and continuing with a couple of borrowed wheels.

**Results:** Saloon cars: 1, Ford 1172 (E. Harrison); 2, Ford 1172 (R. Priestley); Open cars: 1, M.G. (G. R. Mizrey); 2, M.G. (P. Dickenson).

**Leicestershire C.C.**—The Bacon Trophy Trial run over a semi-sporting course attracted an 18-car entry, ranging from a Standard Twelve saloon to genuine trials specials. The

timed hill climb and three observed sections proved fairly easy, although the mud at Smeeton 2 proved too much for some.

Provisional results: Bacon Trophy, Maves Special (H. H. Mayes). First-class awards: Dellow (Ivor Williams); Singer (Ken Law). Second-class awards: Singer (Ken Root); Special (A. E. Creasey).

**M.G. C.C.**—Provisional results of the Main Road Trial held on January 14 are as follows:—

Open cars: M.G. (H. Parkes). Closed cars: M.G. (J. F. Ward). First-class awards: M.G. (D. P. Baker); M.G. (A. L. Yarranton); Austin (W. W. Wallis). Second-class awards: M.G. (R. F. Collins-Jones); M.G. (H. F. Hamilton); M.G. (C. R. Jordan).

**Southern Jowett C.C.**—The annual luncheon and general meeting will be held at the South Kensington Hotel, Queen's Gate Terrace, London, S.W.7, at 1 p.m. on Sunday, January 28. A film show of road events will follow the formal proceedings, and the honorary secretary, R. Knight (390, Hoe Street, Walthamstow, London, E.17) will be pleased to hear from all Jowett owners concerning membership for the current year; subscription is £1. A provisional programme for 1951 has been arranged, comprising a mystery run in March, a rally to Petworth in April, a treasure hunt in May, rally to Pibright in June, Herfordshire rally in July, Amersham in August, driving tests in Redhill in September, and a point-to-point in October.

**North London Enthusiasts' C.C.**—There will be a film show on February 22, at the Black Bull, 144c, High Road, Whetstone, London, N.20, when the programme will include Dunlop's "Endurance" and "Royal Silverstone, 1950" by Shell-Mex and B.P.

The following Sunday, February 25, the 2nd Acrobatic Trophy Trial will be run over a stiff course in Herfordshire; invited cars are the North West, Cheltenham, Chelmsford, 750, Hants and Berks and Maidstone and Mid-Kent. Details, G. Bance, 7, Queen's Avenue, Muswell Hill, London, N.10.

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1949 Healey Duncan d/h four-seater coupe, genuine 13,000 miles.....	£1,595
1949 Sunbeam Talbot 80 saloon, heater, 13,000 miles, unmarked.....	£1,175
1949 Armstrong Siddeley Hurricane coupe, 16,000 miles.....	£1,050
1948 Model Armstrong Siddeley Typhoon, 20,000 miles, one owner.....	£995
1946 Armstrong Siddeley Typhoon, fitted latest type radiator and bonnet.....	£895
1946 Humber Hawk saloon, 20,000 miles.....	£835
1946 (Dec.) Triumph 1800 Roadster.....	£750
1946 Standard 14 saloon, genuine 13,000 miles.....	£625
1946 Austin 10 saloon, excellent condition.....	£605
1939 Rover 12 saloon, superbly maintained.....	£585
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## IN BRIEF

Shell-Mex and B.P., Ltd., have appointed Mr. A. L. Walsh secretary in succession to Mr. H. K. Stein, who has retired.

The Bristol region office and warehouse of Pirelli, Ltd., is to be forsaken for larger premises at 12, Merton Road, Horfield, Bristol, 7. Telephone Bristol 41485.

Mr. G. R. Strauss, Minister of Supply, recently visited Marshalls (Cambridge), Ltd., at Cambridge, and inspected the Austin service department and the vehicle body building shops as well as the aircraft repair organization.

The London centre of the Institution of Engineering Inspection, 28, Victoria Street, London, S.W.1, will hold a meeting on February 1, at the Royal Society of Arts, when Mr. E. M. D. Brown, of Morris Motors, will speak on "Inspection of Engines" at 6 p.m.

Mr. B. G. Robbins has been appointed secretary of the Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, S.W.1. The resolution that he be appointed was carried unanimously at a special meeting held at Storey's Gate on January 19.

The death is announced with regret of Miss L. M. Saxon, who recently resigned the management of the R.A.C. south midlands counties office at Oxford. She joined the Oxford office staff 25 years ago and became the first woman manager of an R.A.C. office in 1946.

Following the increase in the cost of rubber, the price of tyres retreaded by Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex, have been revised. When covers are provided by the customer, typical prices for retreading are £3 3s 3d for 4.50 x 18in, £2 10s 8d for 4.00 x 17in, and £2 3s 5d for 3.50 x 19in. For most car sizes the charge for a cover, when supplied by Tyresoles, is 10s.

At a recent meeting, the governing council of the British Engineers' Association, 32, Victoria Street, London, S.W.1, appointed Brigadier J. V. Topham as secretary in succession to Sir William Christie.

A three-months tour, visiting dealers in Australia, has been started by Mr. J. Holmes, of Trojan, Ltd., Purley Way, Croydon. He is giving advice on technical and service matters for both Trojan vehicles and Mini-Motor units.

Mr. P. R. Gilbert has been appointed advertising manager of the Regent Oil Co., Ltd. Lt.-Col. H. de G. Warter, who has held the position since its formation in 1948, has been given a special appointment within the company.

Mr. W. H. Fullerlove has been appointed sales manager, repairs, of the Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1. He is responsible for the coordination of the sales, service and delivery side of the engine and chassis parts repair organization in London.

Because of increasing responsibilities as managing director of Thomas Tilling, Mr. J. A. Falconer has resigned his managing directorship of Daimler Hire, Ltd. Mr. P. H. D. Ryder has taken his place, Mr. C. D. Swain has been appointed technical director, and Mr. E. L. Marshall manager of the hire departments.

Recent changes in designations of members of the staff of the British Aluminium Co., Ltd. include Mr. G. W. Lacey who becomes director in charge of sales (previously director and general sales manager) and Mr. R. G. H. Linzee is now director in charge of establishment (instead of director and general establishment manager). Mr. G. A. Anderson is appointed general sales manager and Mr. H. H. Cundell home sales manager.

## INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbook:—

No. 15691.—1936 Citroen Twelve

“T. G. D.”—Maintenance hints and tips and also a handbook.

No. 15692.—1937 Morris Eight

“W. H. E.”—Hints on tuning and also a workshop manual, not handbook, on loan or sale.

No. 15693.—1936 Frazer Nash-B.M.W.

“P. G. P.”—Maintenance hints and tips, and a handbook for the 2-litre type 45 model.

No. 15694.—Conversion Head

“J. R. P.”—Experiences of fitting a S.I.A.T.A. overhead valve conversion head to the Fiat 500.

No. 15695.—1935 Rover Fourteen

“C. R. L.”—All possible information and a handbook for the sports saloon model.

No. 15696.—1934 Riley Nine Monaco

“R. G. W.”—All possible information and a handbook.

No. 15697.—1934 Sunbeam Dawn

“S. F. R.”—Maintenance hints and tips and a handbook.

No. 15698.—1932 Singer Junior

“D. E. P.”—General information and a handbook.

No. 15699.—1928 3-litre Bentley

“A. D. L.”—All possible information and a handbook for the Red Label model.

No. 15700.—1932 Standard Little Nine

“A. P. O.”—Tips on maintenance and tuning, also a handbook.

No. 15701.—1930-31 18 h.p. Essex

“C. B.”—All possible information, hints on tips on maintenance and a handbook for the Super Six model.

No. 15702.—1929 8 h.p. Vernon Derby

“G. S. J.”—All possible information and a handbook.

No. 15703.—1937 TA-type M.G. Midget

“D. S. S.”—Hints on tuning and a handbook.

No. 15704.—1937 2½-litre Triumph Gloria

“W. F.” (U.S.A.)—All possible information and a handbook for the convertible model.

No. 15705.—1928 3-litre Blue Label Bentley

“W. W. M.”—All possible information and a handbook.

No. 15706.—Handbooks Required

“P. G. G.”—1935 Alvis Speed Twenty.

“R. A. R.”—1935 Series II Morris Oxford Sixteen.

“O. J. P.”—1938-39 six and twelve-cylinder Lagondas.

“P. T.”—1933 Lanchester Ten.

“L. S.”—1937 Hillman Minx.

“H. A.”—1934 2½-litre 18 h.p. Triumph Gloria.

“H. W.”—1937 16.2 h.p. Daimler.

“R. F. G. S.”—1939 6-cylinder Pontiac Silver Streak.

“C. M. B.”—1934 Riley Nine Monaco.

“A. E. F.”—1937 Flying Standard Twelve.

“W. H.”—1939 Triumph Dolomite.

“C. C.”—1934 7 h.p. Jowett; 1935 Riley Falcon.

“L. H. P.”—1935 1½-litre Riley Kestrel.

“J. C. S.”—1935 20 h.p. S.S.I.

“R. P. B.”—1935 20 h.p. Alvis S.S.I.; 1935 Alvis Speed Twenty.

“R. D. E.”—1936 Alvis Silver Eagle.



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GOODWOOD MEETING (April)  
Richmond Trophy Race  
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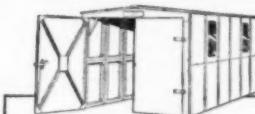
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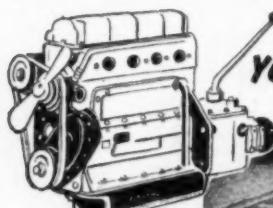
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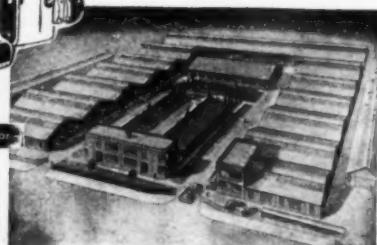
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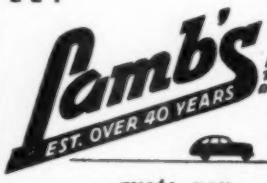
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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ &amp; 4½-litre)

**H** R. OWEN, Ltd.,  
17 BERKELEY ST.  
GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.  
PROUD Members of the Swain Group

A NATIONAL Motorists Organisation

**1935** Bentley 3½-litre raked-roof sports saloon with leather upholstery, this car is fitted with twin spot lamps, horns, rear mounted chrome luggage架. Ref. H 5664.

**1936** Bentley 4½-litre sports saloon (SR) with leather upholstery, this car is fitted with radio, disc, bumpers front and rear. Ref. H 5011.

**1939** Bentley 4½-litre overdrive F.H. coupe (SR) with Gurney Nutting colour dark metallic grey with beige leather upholstery, fitted with radio, heater, demister, two S.M. spares over-riders to bumpers. Ref. H 5664.

**1939** Bentley 4½-litre overdrive 2-dr. drop head coupe from Vanden Plas, colour dark grey with beige leather upholstery, radio, overdrive, 2-dr. drop head, front bumpers, rear mounted spare with cover. Ref. H 5033.

All cars carry our unique six months' guarantee. Please phone or write for details to:—

H. R. OWEN, Ltd.

17 BERKELEY ST.

W.1.

TEL: Mayfair 9060.

17940

RIPPON.

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RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

**1948** Mark VI standard saloon, black with brown leather.

**1937** 4½-litre 4-door sports saloon by Thrupp & Maberley, black with blue leather upholstery.

**1935** 3½-litre 4-door sports saloon by Park Ward, FOR further particulars contact the largest Bentley distributor.

**RIPPON BROS., Ltd.** Huddersfield 6540 (5 lines). Also at Bradford, Leeds and Sheffield. 10206

FOX.

**O**FFER the following from their specially selected stock:

**1948** Hooper drop head coupe on Bentley Mark VI chassis, black, brown leather, fitted trim, 6400 miles. E4000.

**H** A. FOX & Co., 5-5, Burlington Gdns., Old Bond St., W.1. Tel. Reg. 7687.

FOX.

17955

DICKS CAR SALES offer:—

**1938** Bentley 4½ sports saloon, 50,000 miles, pearl grey with blue leather, 26,000 miles, immaculate.

**1935** Bentley 3½-litre drop head coupe, immaculate condition, numerous extras, complete.

**BENTLEY** 4½-litre drop head coupe, 1935.

**DICKS CAR SALES, Ltd.** 385-401, High Rd., Kilburn, Maida Vale 6888-9.

**J**ACK OLDING, of Mayfair.

**O**FFICIAL Rolls-Royce and Bentley retailers.

**O**FFER:—

**1949** (Oct.) Mark VI Bentley standard saloon, pearl grey with blue leather, 26,000 miles, immaculate.

**1949** (July) Mark VI Bentley standard saloon, black with beige leather, 15,000 miles.

**1947** (Oct.) Mark VI Bentley standard saloon, two bodied, grey or beige, 31,070 miles.

**1949** (April) 4-door Mark VI Bentley saloon by Young, dark green, beige leather, 14,000 miles.

**1948** Mark VI Bentley 2-door saloon by Young, plus with beige leather, 25,000 miles.

**1936** 4½-litre Bentley H. J. Mulliner saloon, black, leather, 1936.

DELIVERY of new and used cars quoted on application.

**A**UDLEY House.

**N**ORTH Audley St., W.1. Mayfair 5242. (1386)

**R**USSELL MOTORS offer:—

**1948** Bentley Mark VI standard steel saloon, 21,000 miles, black, brown leather; 1949

modifications.

**1937** Bentley 4½ four-some drop head coupe by Park Ward, fitted radio.

**1937** Bentley 3½ four-some drop head coupe by Park Ward, colour blue, radio.

**1935** Bentley 3½ four-some conventional car by Park Ward.

ALL the above cars are subject to any trial or examination.

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288.

**C**OOOMBS & SONS (GUILDFORD), Ltd., offer:—

**1935** Bentley 3½-litre 2-door sports saloon by Gurney Nutting 2½ miles. £1,300.

**C**OOOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9.

**C**HIPSTEAD MOTORS, Ltd.—See our advertisement.

**1935** 4½-litre Bentley Vanden Plas saloon, £526 spent with 1,100 miles (bill shown), first registered August 1936.—Lawton-Goodman, 36, North Audley St., W.1. (1551)

BENTLEY (3½ &amp; 4½-litre)

J

B JACK BARCLAY, LIMITED.

**L**ARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to 12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7-7007.

**1935** Bentley 4½-litre Park Ward saloon, £500 overhead, £1,250.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Weston 21212.

**£1295** 1935 riding control Park Ward saloon 15,000 miles since Bentley overhaul, new appearance, very fine car.—Hutton Motors, Ltd., 71 Broad St., Birmingham, 1. Tel. 17111.

**1935** Bentley 4½-litre drop head coupe on Park Ward, standard dark blue upholstery to match, excellent order. £295.—Central Garage, Tel. Croydon 7464. (5701)

**1939** Bentley 4½-litre drop head coupe (SR) with Gurney Nutting colour dark metallic grey with beige leather upholstery, fitted with radio, heater, demister, two S.M. spares over-riders to bumpers. Ref. H 5664.

**1939** Bentley 4½-litre overdrive 2-dr. drop head coupe from Vanden Plas, colour dark grey with real leather upholstery, major edged wings with real leather, front bumpers, rear mounted spare with cover. Ref. H 5033.

All cars carry our unique six months' guarantee. Please phone or write for details to:—

H. R. OWEN, Ltd.

17 BERKELEY ST.

W.1.

TEL: Mayfair 9060.

17940

**R**IPPON.

**R**IPPON.

**R**IPPON BROS., Ltd.

**N**ORTHERN Bentley specialists.

**1948** Mark VI standard saloon, black with brown leather.

**1937** 4½-litre 4-door sports saloon by Thrupp & Maberley, black with blue leather upholstery.

**1935** 3½-litre 4-door sports saloon by Park Ward, FOR further particulars contact the largest Bentley distributor.

**R**IPPON BROS., Ltd. Huddersfield 6540 (5 lines).

Also at Bradford, Leeds and Sheffield. 10206

**F**OX.

**O**FFER the following from their specially selected stock:

**1948** Hooper drop head coupe on Bentley Mark VI chassis, black, brown leather, fitted trim, 6400 miles. E4000.

**H** A. FOX & Co., 5-5, Burlington Gdns., Old Bond St., W.1. Tel. Reg. 7687.

**F**OX.

**D**ICKS CAR SALES offer:—

**1938** Bentley 4½ sports saloon, 50,000 miles, pearl grey with blue leather, 26,000 miles, immaculate.

**1935** Bentley 3½-litre drop head coupe, immaculate condition, numerous extras, complete.

**BENTLEY** 4½-litre drop head coupe, 1935.

**DICKS CAR SALES, Ltd.** 385-401, High Rd., Kilburn, Maida Vale 6888-9.

**J**ACK OLDING, of Mayfair.

**O**FFICIAL Rolls-Royce and Bentley retailers.

**O**FFER:—

**1949** (Oct.) Mark VI Bentley standard saloon, pearl grey with blue leather, 26,000 miles, immaculate.

**1949** (July) Mark VI Bentley standard saloon, black with beige leather, 15,000 miles.

**1947** (Oct.) Mark VI Bentley standard saloon, two bodied, grey or beige, 31,070 miles.

**1949** (April) 4-door Mark VI Bentley saloon by Young, dark green, beige leather, 14,000 miles.

**1948** Mark VI Bentley 2-door saloon by Young, plus with beige leather, 25,000 miles.

**1936** 4½-litre Bentley H. J. Mulliner saloon, black, leather, 1936.

DELIVERY of new and used cars quoted on application.

**A**UDLEY House.

**N**ORTH Audley St., W.1. Mayfair 5242. (1386)

**R**USSELL MOTORS offer:—

**1948** Bentley Mark VI standard steel saloon, 21,000 miles, black, brown leather; 1949

modifications.

**1937** Bentley 4½ four-some drop head coupe by Park Ward, fitted radio.

**1937** Bentley 3½ four-some drop head coupe by Park Ward, colour blue, radio.

**1935** Bentley 3½ four-some conventional car by Park Ward.

ALL the above cars are subject to any trial or examination.

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288.

**C**OOOMBS & SONS (GUILDFORD), Ltd., offer:—

**1935** Bentley 3½-litre 2-door sports saloon by Gurney Nutting 2½ miles. £1,300.

**C**OOOMBS & SONS (GUILDFORD), Ltd., Portmouth Rd., Guildford. Guildford 62907-8-9.

**C**HIPSTEAD MOTORS, Ltd.—See our advertisement.

**1935** Bentley 3½-litre 2-door sports saloon by Gurney Nutting 2½ miles. £1,300.

**C**OOOMBS & SONS (GUILDFORD), Ltd., 36, North Audley St., W.1. (1551)

BENTLEY (3½ &amp; 4½-litre)

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**L**ARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to 12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7-7007.

**1935** Bentley 4½-litre Park Ward saloon, £500 overhead, £1,250.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Weston 21212.

**£1295** 1935 riding control Park Ward saloon 15,000 miles since Bentley overhaul, new appearance, very fine car.—Hutton Motors, Ltd., 71 Broad St., Birmingham, 1. Tel. 17111.

**1935** Bentley 4½-litre drop head coupe on Park Ward, standard dark blue upholstery to match, excellent order. £295.—Central Garage, Tel. Croydon 7464. (5701)

**1939** Bentley 4½-litre drop head coupe (SR) with Gurney Nutting colour dark metallic grey with beige leather upholstery, fitted with radio, heater, demister, two S.M. spares over-riders to bumpers. Ref. H 5664.

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**N**ORTHERN Bentley specialists.

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**1935** Bentley 3½-litre drop head coupe, immaculate condition, numerous extras, complete.

**BENTLEY** 4½-litre drop head coupe, 1935.

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**BENTLEY** 4½-litre drop head coupe, 1935.

**DICKS CAR SALES, Ltd.** 385-401, High Rd., Kilburn, Maida Vale 6888-9.

**J**ACK BARCLAY, LTD.

**L**ARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to 12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7-7007.</

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**£185** B.S.A. Scout 1937, sports open 4-seater, exceptional mechanically, good hood; many others.

**BENMOTORS**, 1, Carendon Rd., Holland Park, London, W.11. 50667. Open Mon. to Sat. 10.30am (50 yrs. old). Tel. 50667. 19609

**1940** B.S.A. Series 6 4-seater sports, 700 miles since F.L.L.V. mains, big ends, clutch, gear box, transmission, overhauled, n.w. tyres, battery, carburetor, etc. £185. Tel. 50667. £375, or exchange bldg. any make—Box 6162. 19637

**295** B.S.A. Scout (March, 1940), Series 6 2-seater maroon, maroon leather, very good condition, 1000 miles, £185. Tel. 50667. 19638

**RAYMOND WY** On-hire-purchase specialists are still buying B.S.A.s and have unlimited cash available—Carendon Rd., Kilmarnock, N.W.6. Maid's Vale 6044 (10 miles from B.S.A. factory).

**B.S.A. Car Wanted**

**R**OWLAND SMITH's is the B.S.A. buyers—Hampstead, N.10. Tel. 50667. 19639

**RAYMOND WY** On-hire-purchase specialists are still buying B.S.A.s and have unlimited cash available—Carendon Rd., Kilmarnock, N.W.6. Maid's Vale 6044 (10 miles from B.S.A. factory).

**B.S.A. Spares and Service**

**ASYL ROY**, Ltd.—B.S.A. spares, complete stock, wholesale and retail—161, Fort Portland St., W.1. London, Tel. 50667. 19640

**SPARTA** parts for 10hp and 12/6 fluid flywheel models—Allen, Victoria Road, Cheadle, Cheshire. 19641

**BUGATTI**

**BROWS** for Bugatti.

**F**IRST registered 1937, Bugatti type 43 supercharged 2.3 litre, 2+4-seater; this car capable of 100mph in 3rd gear, 110-120mph in top, bodywork in excellent condition, finished in Bugatti blue, polished axles, etc. 19642

**BROWN'S GARAGE**, Loughton (Essex) 4119 (Tube) 19643

**£435** —Type 49 Bugatti, luxurious 4+5-seater, in faultless condition, 85 mph at 2000 revs.—Box 8095. 19644

**Bugatti Spares and Service**

**J** LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1531. 19645

**BUICK**

**SIMPSON'S MOTORS**, offer—

**1937** Buick phaeton drop head; £350.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American car specialists), Wembley 3905. 19646

**JO THOMPSON (MOTORS)**, Ltd., offers—

**1948** Buick 51 super saloon, right-hand drive, colour black, fitted radio, very low mileage; £2,600.

**JO THOMPSON (MOTORS)**, Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken 4858.

**1937** Buick Viceroy saloon, radio, excellent—Box 19647

**GUY ALFREDS & Co. Ltd.**, 4-7, Warren St., W.1. Euston 2368. 19648

**1950** Buick type 43 4-door streamlined saloon, 1,300 miles—Box 19649. 19649

**1950** Buick 51 super saloon, 4-door, £350.—J. F. CRAVEN, Western 0153. 19650

**IMOUSINES**—Roomy 2-seaters, non-ex-hire, from Linton-Goodman, 135, Cricklewood Broadway, N.W.9. Gladstone 2228. 19651

**BUICK** d.h. 1950, 1947-8 model, 17,600 miles, power operated heater, radio, guaranteed new condition; £1,850.—Daytime, Hendon 1350, evening Munday 1778. 19652

**1937** Buick Viceroy, one owner, colour black with brown leather upholstery, 27,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 2598. 19653

**IMOUSINES**—1935 6, 2-seater face-forward occasional, one owner, some new mileage, 70,000 miles—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 2642. 19654

**BUICK** 1937, 4-door, fitted with coachbuilt front, hood, drop head, copy of Carlton Body, Ltd., London, 19655

**BUICK** Viceroy 30hp saloon, 1937 model, 44,000 miles, from new, built-in radio and many extras, unmarked throughout, taxed any trial; £475.—Linton, 155, British & Colonial Motors, Ltd., Upper St. Martin's Lane, N.W.1. Tel. Priory 5012. 19656

**1938** Buicks drop head coupe, by Carlton Carrage Co., this car has had one owner since new, is now in excellent condition, 20,000 miles, unmarked throughout, taxed any trial; £475.—Linton, 155, British & Colonial Motors, Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 2642. 19657

**SHOOTING BRAKE** Viceroy, chassis, body, and luxurious 10-passenger body, fitted division, leather seating, fold flat into floor, lovely condition throughout, immaculate, cream paintwork, ideal vehicle for shooting, hunting, shooting, shooting, shooting, Berry, White Lodge Farm, Bell Bar, Hatfield Herts. 19658

**1938** American Buick saloon de luxe, fitted with built-in Motorola radio and heater, and many other extras, 31,000 miles, with whipcord upholstered, hood, front and rear bumpers, etc. £1,450.—Carter Motor, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel. Victoria 3106. 19659

**£595** builts improved in 1940 design by fitting new wheels in boot, interior Bedford cord, really excellent and unmarked exterior, very clean, genuine example at £595.—Carter Motor, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel. Victoria 3106. 19660

**A & S** Offer exceptional Buick Limousines, certified

**IMOUSINES** 1937 partitioned Pullman, widest occasional black deluxed condition. Also

**IMOUSINES** 1937 2+2, 2-seater, partitioned, widest occasional black immaculate. 19662

**APE & SAUNDERS** (100 Limousines: List posted) Providence Court, Grosvenor Square, Mayfair 2341

**£799**

## Buick Cars Wanted

**CASH** immediately for good Buick—H. F. Edwards, 28, Upper High St., Epsom 9400. 19644

**SIMPSON'S MOTORS** (WEMBLEY), Ltd., wish to purchase all models. Wembley 3905. 19645

**ROY GALWAY**, Ltd., 21, Farm St., Berkley Sq., (Grosvenor 4747), urgently desire to purchase modern American cars.

**S** purchase used Buick models—Showrooms, Buick House, Albermarle St., London, W.1. Regent 7121. 19646

**BUICK** Spares and Service

**BUICK** car concessions, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. 19647

**CADILLAC**

**BROWN'S** for Cadillac.

**1936** Cadillac limousine 7-seater, face forward occasional, leather front, Bedford cord, rear, running boards, £1,200.—Box 2475. 19648

**1936** Cadillac 1936 7-seater, face forward occasional, leather front, Bedford cord, rear, running boards, £1,200.—Box 2475. 19649

**1939** Cadillac 60 special Fleetwood saloon, colour black, fitted radio.

**JO THOMPSON (MOTORS)**, Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken 4858.

**1939** Cadillac coupe, nice condition, fully maintained, steering column, many extras. £1,375. Box 2609. 19650

**CADILLAC** 1939 6-seater, metallic maroon, immaculate, can be mistaken for 1950 car, built-in push-button Motorola radio, steering change, twin spats, front and rear bumpers, £1,200.—Box 2609. 19651

**1939** Cadillac coupe, 1939, nice condition, fully maintained, steering column, many extras. £1,375. Box 2609. 19652

**CADILLAC** 1939 6-seater, metallic maroon, immaculate, can be mistaken for 1950 car, built-in push-button Motorola radio, steering change, twin spats, front and rear bumpers, £1,200.—Box 2609. 19653

**1939** Cadillac 60 special Fleetwood saloon, colour black, fitted radio.

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**JO THOMPSON (M**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Citroen Cars Wanted

C. G. NORMAN & CO.  
CITROEN Sole Distributors for the County of London  
BUSES of low-mileage Citroen cars—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.  
CE SERVICE STATION (LONDON), LTD.

THE Citroen distributors are anxious to purchase post-war Citroen Light 15 and 6-cylinder cars—North Circular Rd., Stonebridge Park, N.W.10. (0004-5565) 4 lines.

JOHN S. TRUSCOTT, LTD., urgently require Citroens.

EXCEPTIONAL prices offered for low mileage really well-kept examples—175, Westbourne Grove, W.11. (020-7382-1222) 4 lines.

GWALD SMITH'S, the Citroen buyers—Hamstead High St. (Hampstead Tube). Euston 6041.

H. H. MOTORS, LTD., always require post-war Citroen cars—Walthamstow, 765 miles.

WANTED privately owned 1938 Citroen 12 de luxe, state condition and price by writing—Euston 6041.

A. FREEMAN, LTD., Grosvenor Garage, require Citroen six cyl. and light fifteen—Bunbury Lane, Maida Vale, W.9. (01-583-1000) 4 lines.

KENTISH & THOMSON, LTD., urgently require post-war Citroen cars—564-566, Wicham Rd., Shirley, Croydon. Springfield 5477-8.

JOHN S. TRUSCOTT, LTD., urgent. 6004-5565.

C. G. NORMAN & CO.

CITROEN sole distributors for the County of London—Cars, spares and service—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211.

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SALES of Croydon—Distributors and specialists for over 25 years. Tel. Croydon 5131-2.

BRING your car to the Citroen specialists; we will advise on new parts.

THE HEADLING MOTOR & ENG. CO. LTD., 8, Otley Rd., London, Tel. 308-1111. W.1. (01-583-4962) Citroen spares, reconditioned drive train.

W. H. H. GARAGES, LTD., Putney, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 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1393, 1393, 1394, 1394, 1395, 1395, 1396, 1396, 1397, 1397, 1398, 1398, 1399,

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (5 h.p.)

G. P. (BALHAM) Ltd. offer:-

**285** 5m.—1938-9 Ford 8 saloon, reconditioned engine, excellent coachwork, any trial, choice of three.—2c. Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-4-9. [1946]

A. LLAN TAYLOR MOTORS, Ltd. offer:-

**1949** Ford Anglia saloon, £325.**HIGH** St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [1953]

DAVENHAM MOTORS, Ltd., Ford Main Dealers.

**1949** Ford Anglia saloon, black, 6,000 miles.**1949** Ford Anglia saloon, black, red, 12,000 miles.**56** Park Lane, W.1. Regent 4866. [1307]**1947** Ford Anglia, very carefully used, £450.—Below.**1946** Ford 8 Anglia saloon, good tyres, clean and very sound, from £425.—Smith & Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2311. [1941]**1939** Ford 8 saloon, blue, especially good chassis, £255.**MAGDALEN MOTORS**, Ltd., Trinity Rd., Wandsworth Common, Battersea 5573. [1946]**1938** Ford 8 saloon, black leather interior, this car has been reconditioned throughout. [1938]**WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200.** [1946]**1949** Ford Anglia saloon, 11,000 miles, beige, beautiful condition throughout, £595.—Below.**1938** Ford 8 saloon, excellent condition, mechanical very good bodywork and interior, £350.**FERRARI**, ONE OF THE LEADERS IN SPORTS CARS, 200, Cricklewood Broadway, N.W.2. Gla. 2234. [1940]**1950** Ford Anglia saloon, 1,400 miles, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. [1947]**£350**—1939 Ford 8 sal., black, leather upholstery and trimmings, 5 very good tyres, in excellent condition throughout.**M. ALFRED & RICHARD (MOTORS)**, 492-6, High Rd., Chiswick. Chiswick 0556-2619. [1944]**1948** Anglia saloon, 15,000 miles, one owner, immaculate, £525.—Broadway Motors, 67 High St., Hounslow. [1959]**1949** Ford Anglia, 4-door, radio, low mileage, £625.—F. Dove, Ltd., Mid-Surrey Centre, Guildford Rd., Woking 1282. [1958]**A. RTHUR E. GOULD**, Ltd., 290-2, Regent St., W.1. London 1. Anglia saloon, 10,000 miles, full guarantee, also earlier models, £600.**26000** Ford 8 saloon, unique specimen, £280.—London Bridge Motors, Ltd., Reading 6162.**1949** Ford Anglia, low mileage, unmarked, £575.**£1,000** exchanges and hire purchase.—B. & B. Ltd., 10, High Rd., Whetstone, London, N.19. [1946]**1938** Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted bodywork excellent condition, 3 months guarantee.—T. Tarkard & Smith, Ltd., 97, Peckham Rd., London 2031. [1954]**TANKARD & SMITH, Ltd.**, offer 1949 Ford 8 saloon, black, radio, 10,000 miles, to match genuine 7,000 miles only, as now in every respect, £600.**3 months' written guarantee; also 200 guaranteed used cars of all makes.**—198, Kings Rd., S.W.3. Tel. Flaxman 1674.**1949** Ford Anglia, low mileage, unmarked, £575.**£1,000** exchanges and hire purchase.—B. & B. Ltd., 10, High Rd., Whetstone, London, N.19. [1946]**1938** Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted bodywork excellent condition, 3 months guarantee.—T. Tarkard & Smith, Ltd., 97, Peckham Rd., London 2031. 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## FORD (10 h.p.)

## OVERSEAS CARS, Ltd.

**1949** Ford Prefect saloon green/cloth, 10,600 miles, £775.**1949** Ford Prefect saloon, green/leather, 3,540 miles, £795; for other Overseas Car Bar-

gains, see page 39.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [1945]**DICKS CAR SALES**, offer:-**1949** Ford 10 saloon, leather upholstery, 5,000 miles, £775.**1949** Ford 10 saloon, leather upholstery, 5,000 miles, £775.

&lt;b

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (V8)

ALLAN TAYLOR MOTORS, Ltd., offer:—

1948 (December) Ford Pilot saloon: £1,075.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines).

DAVENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Pilot saloon, black, radio, 16,000 miles.

56 Park Lane, W.1. Regent 4866.

1939 Ford model 91A 4-door saloon, well maintained: £550.

GEORGE NEWMAN &amp; Co., 369, Euston Rd., N.W.1. Euston 4466.

1949 Ford V.8 Customs convertible, power operated hood, 14,000 miles, beautiful condition: £1,635. J. P. Crawley, Western 8015.

1949 Ford Pilot saloon, radio and heater, 17,000 miles: £1,050. J. P. Crawley, Western 8015.

1949 Ford V.8 Mercury, radio and heater, 17,000 miles: £1,050. J. P. Crawley, Western 8015.

1949 Ford V.8 Mercury, registered 1947, £10 tax, excellent condition: £900. John H. Whaley, Ltd., London Rd., Bishop's Stortford. Tel. 181 &amp; 1884.

1948 (Dec. 23) Ford Pilot, black, brown hide, 1935, 22,000 miles: £900. 900 or near offer: Box 8205.

1949 (Sept.) Ford Pilot de luxe, finished in black with brown hide upholstery, fitted heater and radio, in immaculate condition: £1,025; terms, £8 changes.

MASON BROTHERS (MOTOR SHOWROOMS), 151, Fleet Street, E.C.2 (off The Moor), Sheffield 162528.

£295—Private V.8 touring saloon, 1937-8, dark blue, privately owned and in genuine clean condition, 19,000 miles: £295. New engine recently fitted, exceptional opportunity.

CAMDEN MOTORS, Lake St., Leighton Buzzard, 221. Tel. 1214. 1948 Ford V.8 Mercury, nearly new, car to be sold for inspection and immediate purchase. Write for post-free catalogue. Hire purchase, part exchanges, free delivery.

275 ins.—Ford V.8 1937 model, 22hp 4-door saloon, terms, exchanges; list: open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hanover St., N.1. Tel. 1216.

PERFORMANCE CARS, The Sports Car Specialists, of 21, Daleham Mews, Belize Lane, N.W.3 (Ham. 1111), offer with 5 month written guarantee: 1946 Ford V.8 22hp, 1937 Ford V.8 22hp, 1935 Ford V.8 22hp, 1937 Ford V.8 22hp, drop head fourseater, £10 tax, £475; 1937 Ford V.8 22hp saloon: £395; 1936 Ford V.8 22hp, roadster, £125; 1936 Ford V.8 22hp, roadster, £125; 1936 Ford V.8 22hp, saloon, £175. See also under M.G., Riley and Sports Cars.

Ford V.8 Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Ford.

EXCEPTIONAL prices offered for low mileage really kept examples—173, Westbourne Grove, W.8. Tel. 4774.

SIMPSONS MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s. Wembley 3903.

OWLAND SMITH'S, THE FORD V.8, 151, Newgate St., High St., Hampstead Tube, Ham. 6041 (9329).

BRITISH &amp; COASTAL MOTORS, Ltd., require good Ford Pilot car.—Upper St. Martin's Lane, W.C.2.

5000—Ford Pilot car, 1937, £1,025.

Tem. 11067.

UTILTY—FORD OR OTHER BODIES

DICKS CAR SALES offer:—

1938 Ford V.8 30hp utility, model 61A, very good

5000—DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.

1947 Ford 10 4-seater including luggage space, driving brake, utility, built of solid ash and case, door panels, leather seats, leather upholstery, peashell, cash, terms, exchanges, insurance—J. Stone &amp; Son, 221, Upper Richmond Rd., Putney, S.W.15. Tel. day and night 276-5100.

395—Ford V.8, registered 1946, 35hp Canadian 6-seater 4-door utility, grained timber body, silver grey bonnet and wings, removable rear seat, drop tail-board, aliding glass windows, steering column gear change, leather and wood trim, excellent condition, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

Ford Utility Cars Wanted

FORD 8 and 10 hp utilities wanted from 1938 onwards.

GEORGE NEWMAN &amp; Co., 369, Euston Rd., London, N.W.1. Euston 4466.

OWLAND SMITH'S, The Ford utility buyers—Ham. 6041 (9329).

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Glazebone 6474.

TANKARD &amp; SMITH, Ltd., offer the choice of many

Ford 8 and 10 hp, their vast stock of over 200 used cars, including to three years old, for sale.

1948 King's Rd., S.W.3. Tel. Fox 4801-3 (0378).

Ford Miscellaneous Cars Wanted

R. S. OWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0382).

W. H. ARDOL PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.13. Tel. Hillside 4444.

FORDS wanted—Smith's, 88, Chalk Farm Rd., N.W.1. Tel. Gull 2777.

## Ford Miscellaneous Cars Wanted

CACH Invicta Works, 279, Ballards Lane, N.W.1. Tel. Gull 2777.

WANTED immediately: Ford 8 or 10, cash waiting:—

1935, High St., South, E.6. Grangewood 2530. (1268).

WE wish to purchase small-mileage Ford cars and light vans—Brown &amp; Malins, Ltd., Blackpool, Tel. 2322.

APPROACH us first before disposing of your Ford car—Tankard &amp; Smith, Ltd., 194-198, Kings Rd., 19681.

FORD MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10 cars and light vans, particularly low mileage and better kept specimens—Dunstable Rd., Luton, Beds. Luton 3715. (0042).

FORD Spares and Service

NORMAND, Ltd., offer:—

FIRST CLASS mechanics and highly efficient super-vision produce the best results—NORMAND, Ltd., 405-9, King St., W.6. Riv. 3565. (0231).

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson, Dagenham reconditioned engines 8 and 10, and Fordson tractors from stock.

219—1941. Also at:—

FORD RD., Folkestone 51222.

A. L. TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

F. VANDYKE 4433 (5 lines).

F. H. G. GATES Ltd., High Rd., Woodford Green, Tel. Wanstead 2233. Main Ford dealers; all spares.

A. DLARDS MOTORS, Ltd., 43-51, Acme Lane, London, and all spares. Tel. 4631. Main Ford dealers; service 10110.

FORD mudguards, running boards, 1935-40, £1.50. Brooks 5 and 6, Frederick Place, Brighton. (0883).

GORDON, Ltd., offer:—

FORD Nash 8 cars wanted

ROWLAND SMITH'S, the Ford buyers, super-Hampstead High St. (Hampstead Tube), Ham. 6041.

WANTED, Nash 8 4-seater, preferably vintage, condition of body and interior unimportant, must be Meadows-eng. good mechanically, open to R.A.C. terms, £1,000. Tel. 2202-3.

MURRAY, Ltd., offer:—

FRAZER NASH B.M.W.

225—FRAZER NASH B.M.W. November, 1937, 2-litre Type 45 saloon, maroon, maroon leather: £750. 2-litre Type 45 saloon, maroon, maroon leather: £750. 2-litre Type 45 saloon, maroon, maroon leather: £750.

395—super sports 2-seater, black and silver, fitted padded seats, special large sump, vertical Bonnet, leather upholstery, good tyres, excellent condition; terms, £600. Tel. 2202-3.

325—FRAZER NASH B.M.W. 1937 2-litre Type 45, fourseater drop head convertible, light tan, very good condition, £1,000. Tel. 2202-3.

FRAZER NASH B.M.W. 1937 2-litre Type 45, drop head convertible, light tan, £1,000. Tel. 2202-3.

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## Lagonda Spares and Services

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V12 models; service engines in stock.

**LAGONDA**, Middlesex. Tel. Feltham 2291. (1938)

## LAMMAS GRAHAM

**1938** Lammas Graham supercharged d/b four-cylinder, 10hp, 1936, overhauled, splendid condition; £665.—J. P. CRAWLEY, Western 6015. (1939)

## LANCHESTER

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**STRATSTONE**, Ltd., Lancaster specialists, offer

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**£225**—Lancaster 10hp Tickford saloon, hood, front wheel drive, excellent condition and new tyres fitted, less than 5,000 miles, £225.—Watkinson Service, Ltd., 26, Queenway, Hyde Park, London W.2. Baywater 0136-7-8. (1937)

**1939** Lancaster 14hp Roadster, saloon de luxe, top grey, blue leather, immaculate condition, one fastidious owner since new, synchronome gear box, nominal mileage since complete overhaul, fully guaranteed, £1,000; £100 deposit; £100 down; £575; also 1939 11hp saloon, Mulliner body, immaculate; £455.—London Cars, 522-6, Greenford Rd., Greenford, Middlesex. Wanstead 2643.

## Lancaster Cars Wanted

**C**M THE CAR MART, Ltd., London distributor, wish to purchase Lancaster cars—150 Park Lane, W.1. Grosvenor 5411. (1965)

**L**ONDON CARS require good used 11-14hp Lancasters, latest model preferred.

**L**ONDON CARS, 592-6, Greenford Rd., Greenford, Middlesex. Wanstead 2643. (1965)

**Y**OLANDA CARS—The Lancaster Bureau, Hanover Street, Hanover Town, Hanover 1111.

**CASH** buyers of low-mileage Lancasters 10s, distance no object.—Hartono, Lord St., Southampton 12-2858.

**P**ERSONAL & COMMERCIAL MOTORS, Ltd., 102-2, Brixton Road, S. W. 11. Tel. 2200-1. Lancasters—Cars—Mayfair 3051. (1937)

**L**ANCHESTER Cars—Upper St. Martin's Lane, W.C.2. Tel. 3588. (1963)

**1947** 50, a well-kept car, preferably under 2000 miles—White, Ancilior 24, Lyndhurst. (1965)

**L**ONDON CARS, Ltd., 49, North Audley St., W.1. Tel. 2321. (1965)

**C**hurchill, 6, Grosvenor Gardens, W.1. Tel. 2321. Lancasters—Cars—Mayfair 3051. (1937)

**L**ANCHESTER Spares and Services

**A**RCOT MOTORS, Ltd.—Preselector cars; exchange and repairs—169, Fulham Rd., S.W.3. Kensington 2011. (1965)

**CEAR**, London, H. & A. Engineering, 35, Grant Rd., Gaddesden, Herts. Tel. Add. 2931. (1946)

**L**ANCHESTER, etc., Daimler spares, large stock of spares, etc., most models.—Aldenham, Victoria Rise, Chesham, S.W.4. Marquay 4199 and 6252-5. (1965)

**L**ANCIA

See Sports Cars column.

**J**OHN S. TRUSSOTT, Ltd., for Lancia Aprilia; only first-class examples are offered.

**F**ULL details of current stock on request.

**E**XCHANGES deferred terms.

**173** Westbourne Grove W.11. Bay. 4274. (1957)

**£420**—1938 Aprilia with new front suspension, Hardy-Spicer, Telecommunications—Box 6199. (1955)

**1938** Aprilia saloon, black with red leather up to date, more car care, £665.—R. F. Fugle, Ltd., Bury Heath, Herts. Tel. 1655. (1955)

**L**ANCIA—Lancia Aprilia saloon, metallic grey, 1938, 1000 miles, £665.—A. G. Williams, Ltd., etc., 10, Grosvenor Gardens, W.1. Tel. 2321. (1955)

**F**ollows Green, Harpenden, Herts. Tel. Harpenden 887.

**L**ANCIA Cars—Wanted

**J**OHN S. TRUSSOTT, Ltd., urgently require Lancias.

**E**XCEPTIONAL prices offered for low mileage Lancias, well-kept examples—173, Westbourne Grove, W.11. Bay. 4274. (1957)

**L**ANCIA Aprilia wanted, any year—T. P. Green, Brixton Rd., N.20. Tel. Hills 2293. (1954)

**C**ASH immediately for good Lancias—H. F. Edwards, 13, Gt. Titchfield St., W.1. Langham 0012. (1958)

**D**AVIS, W.H. & CO., Ltd., 10, Grosvenor Gardens, W.1. Tel. 5621. (1955)

**D**ETTELLS to Middleton Brook, Buxted, Sussex, Tel. 19155.

**L**ANCIA Aprilia latest model wanted—A. Manchester, Ltd., Grosvenor Garage, Buxton Lane, Manchester, 19, Rus. 2876-5. (1957)

**D**AVIES & MARCH, Ltd., will buy second-hand Lancias—Lancias—41-42, Hays Mews, Bayswater, S.W.1. Gros. 2563. (1958)

## Lancia Spares and Services

**L**ANCIA (ENGLAND) Ltd., London, representatives of the famous Italian company, have at times a choice of several cars for disposal. In first-class condition (including 4½-litre and V12 models); service engines in stock. LANCIA, Middlesex. Tel. Feltham 2291. (1938)

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**S**PIKE (BOURNEMOUTH), Ltd., specialists in sports in the distribution of Daimler and Lancaster cars, consult us when buying or selling; all spares and every service.

**D**AIMLER House, Bournemouth. Tel. 5405. (1945)

**£225**—Lancaster 10hp Tickford saloon, hood, front wheel drive, excellent condition and new tyres fitted, less than 5,000 miles, £225.—Watkinson Service, Ltd., 26, Queenway, Hyde Park, London W.2. Baywater 0136-7-8. (1937)

**1939** Lancaster 14hp sports saloon, blue with blue leather, excellent condition; £565.—Berkeley St. W.1. (Mayfair 4404). (1932)

**10hp** Lancasters, saloon, remarkably well maintained; £210.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.C. Cars Wanted

**C**HESTER CAR MART, Ltd., wish to purchase M.G. cars—  
100, Euston Rd., N.W.1. Euston 1212. [1086]

**S**LOCOMBES OF NEASDEN.—Good clean M.O.s wanted, must be perfect condition—288, Neasden Lane, N.W.10. Gladstone 2068.

**C**ASH immediately for good M.G.—H. F. Edwards, 1240, Clarendon High St., Epsom 9400.

**M**IDGET, preferably F-type—Scatt., 55, Care Court, Judd St., W.C.1. Tel. Terminus 8541 week-ends.

**R**OSE & YOUNG, Ltd., will purchase for cash all types of M.G.—65-69, Sternfeld Ave., S.W.2. Tel. 01-5831.

**M**G. 2-seater wanted, T.A. to T.D., must be immaculate, private—Tel. Tot. 3108. C. B. Grant, 75, Durham Rd., N.17.

**T**WO 1949 required by private buyer; good mechanical condition essential—Tel. evenings Streatham 0086, or write, Box 8215.

**P**RE-1945 M.G. from private owner, 1947.50, exceptional condition only—Write Anglor, 24, Lyndhurst Rd., London, N.W.3.

**A**MG 2-seater—T. A. to T.D., must be immaculate, private—Tel. Tot. 322-323. High Rd., 75, Stamford Hill 322-323.

**U**RLYNN, Cheltenham Sports Cars (Cheltenham), Ltd., Lyndhurst Rd., Cheltenham, Glos. Tel. 1681. [1394]

**M**AYFAIR GARAGES, Ltd.—Balderston St., opposite Park Lane, W.1. Tel. 01-5831. We purchase, want J.A. 2s and T.s for cash. Tel. or write for buyer to call.

**R**AYMOND WAY, the hire-purchase specialists, are buying M.G.s and have unlimited cash available—Caterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

## M.G. Spares and Services

**T**HE sole London distributor for M.G. cars.

**U**NIVERSITY MOTORS, Ltd., 7, Herford St., London, N.W.1. Tel. 01-5831. M.G. 2-seater, vertical drives, rockers, valves, M.springs, front aprons, rear tanks, J2 windscreen, prompt and courteous service, see P. & A. column.

**D**ERRINGTON, 159, London Rd., Kingston 501-2.

**M**.G. engine, axle, gear box, reconditioning, reconditioning, new rocker shafts, bushes, valve guides, springs, gaskets; wire wheels supplied and repaired, road springs, new and reconditioned—A. E. Witham, Queens Garage, Rd., Wimbledon (Station), and W.19. [1043]

**T**OLMIN MOTORS specialists in M.G. and M.O.G. cars—10, Upper High St., Epsom 9400. We have all reconditioned engines in stock for types P, T and L, and N. Magnette, exchange service, dynamos, starters, dynamos with rear gear boxes, brass shoes, vertical drives. V.T.O. 1949. We can supply all types of valves, guides, springs and gasket sets with full range of M.O.G. spares always available; we specialize in racing spares.

**W**RITER of "phone Toulimin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [1054]

## MORGAN

**C**AR MART, Ltd.

**1948** Morgan 2-seater, 8,000 miles; £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5438. [1122]

**E**LITE MOTORS offer:—

**1938** Morgan 4-seater, 8,000 miles, good condition, very attractive appearance, twin spares, good head, side screens and tyres. £325.

**E**LITE MOTORS, 951-961, Garrett Lane, Tooting Broadway, Tel. Balham 2474 (4 lines).

**1949** Morgan 4.4, August 1939, 10hp drophead coupe, 3,000 miles, very good condition, two spares, head, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**1949** Morgan 4.4, August 1939, 10hp drophead coupe, 3,000 miles, very good condition, two spares, head, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1216]

## Morgan Cars Wanted

**R**OWLAND SMITH, the Morgan buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0494]

**C**ASH immediately for good Morgan—H. F. Edwards, 1240, Clarendon High St., Epsom 9400.

**A**YMON, W. S., hire-purchase specialist, available—Caterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

**M**ORGAN—All available spares in stock—H. L. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Tel. 0570.

**1949** MORGAN 4.4, 10hp, 3,000 miles, £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5438. [1114]

**L**AYTONS OF OXFORD OFFER:—

**£765**—1950 Morris Minor 4-seater tourer, finished in grey with grey leather, fitted radio and extras, one owner since new, only done 5,000 miles; terms £175.50, £100 deposit, £100 balance.

**L**AYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 5381.

**H. A. SAUNDERS, Ltd., offer:—**

**1949** Morris Minor tourer, grey with beige upholstery, 5,000 miles, £745.

**1949** Morris Minor saloon, maroon with beige upholstery, 8,000 miles; £745.

**H. A. SAUNDERS, Ltd., Austin House, High Rd., Northolt, Middlesex, 100 yards north of Tally Ho Corner, Hillside 0024.**

**1949** Morris Minor saloon, green, low mileage, £745.

**FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9536]**

## MORRIS MINOR

**PHILIP RICKARDS, Ltd., offer:—**

**1949** Morris Minor, green, 7,000 miles—4, Brick St., Park Lane, London, W.1. Grosvenor 0772-3. [1086]

**PHILIP RICKARDS, Ltd., offer:—**

**1949** Morris Minor, grey, 9,000 miles—4, Brick St., Park Lane, London, W.1. Grosvenor 0772-3. [1027]

**W**ARWICK WRIGHT, Ltd., offer:—

**1949** Morris Minor 8hp tourer, black beige leather, 5,000 miles; £755.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. [1924]

**CHARLES RICKARDS, Ltd., offer:—**

**1949** Morris Minor saloon, maroon, one owner, 3,000 miles, absolutely as new; £755; also 1,800 miles; £755.

**1949** Morris Minor 8hp, 1950, 2-door saloon, London Gate 0475-2. [1919]

**CHARLES RICKARDS, Ltd., offer:—**

**1949** (November) Morris Minor tourer, one owner, immaculate; £695.—Fortune, Green Rd., N.W.6. Ham 2311. [1145]

**A**UTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

**1949** Morris Minor saloon, 6,000 miles only; £775.

**1949** Morris Minor 8hp, 1950, 2-door saloon, £755.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS TEN

**1935** Morris 10 saloon, only done 2,000 miles since general overhaul including rebores, and new tyres fitted, very good condition throughout and ready for immediate delivery—*Garrett & Son, Ltd.*, Queensway, Hyde Park, London, W.2. Baywater 0136-7-6.

**1935**—Morris 10, October, 1945, de luxe 4-door, 19355 miles—black sliding head, brown leather, reconditioned engine, new tyres, excellent condition; terms, £100 down, open 9-7, 7-day's deposit, 10 days—*Roxbury, Ltd.*, Hampstead, Hampstead (Hampstead) 6041.

## Morris Ten Cars Wanted

URGENTLY required post-war series M Morris 10 saloon.

**LYNE FRANK & WAGSTAFF, Ltd.**, 5-5, Crouch End Hill, N.8. *Mountview 4401.*

**MELLISSA & CO., Ltd.**—urgently—*Fortune*, Astwood Mews, N.7. *Tulse Hill 2766 (day) 10748*

**ROWLAND SMITH'S**, the Morris 10 buyers—*Hampstead* 6041.

**CASH** buyers of low-mileage Morris 10s, distance no object—*Hattons, Lorry St., Southport*. Tel. 2268.

**CASH-WAR** Morris 10 required, cash payment—*Macrory, 54, Streatham Hill, S.W.2.* *Tulse 1049.*

EXCEPTIONALLY well-kept saloon, wanted privately for immediate delivery—*Wright, Angier, 24, Lyndhurst, London, N.W.3.*

**RAYMOND WAY**, the hire-purchase specialists, are also buying Morris 10s, distance no object, cash available—*Canterbury Rd., Kilburn, N.W.6.* *Middleton 6044* (10 miles).

## MORRIS TWELVE

**1935**—1936 Morris 12 series 2 saloon, good condition—*Autospare, 5, Islington High Rd.* (1349) 1508.

**1938** Morris 12 saloon, blue, excellent condition throughout; £400—15, *Smalls Mead, Crawley, Sussex.*

**MORRIS** 12hp 1936, interior reconditioned, good tyres, mechanically perfect, £355—*Hermit Coachworks, 29, Gloucester Rd., London, W.1.*

**1934** Morris 10-6 (lamps) 2-door saloon, black with green leather upholstery, in very clean condition—*Garrett & Son, Ltd.*, 97, *Peckham Rd.*, S.E.15. Rodney 2031.

**1937** Morris 12 saloon, black with red leather upholstery, in very good condition throughout—£250—*Garrett & Son, Ltd.*, 97, *Peckham Rd.*, S.E.15. Rodney 2031.

**Morris Twelve Cars Wanted**

**ROWLAND SMITH'S**, the Morris 12 buyers—*Hampstead* 6041.

**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Morris 12s, and have unlimited cash available—*Canterbury Rd., Kilburn, N.W.6.* *Middleton 6044* (10 miles).

## MORRIS FORTEEN

**375**—1939 Morris 14 4-door de luxe sun saloon, black, open hide upholstery, roomy, luxuriously fitted—*George Clarke (Motors), Ltd.*, 27, *Islington Hill, N.W.1.* *28106*.

**1939** Morris 14 saloon de luxe, black, excellent condition throughout, an ideal car for business—*Garrett & Son, Ltd.*, 97, *Peckham Rd.*, New Cross Rd., London, S.E.4. *Tideway 3779.* (1951)

## MORRIS EIGHTEEN

**Morris 18hp 1936 series 11 model**, full de luxe, interior and exterior very good, good body, ideal multi-purpose car, suitable for touring caravans, private hire or other capacity involving the use of a strong solid car capable of really hard work and service—*Garrett & Son, Ltd.*, 97, *Peckham Rd.*, S.E.15.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). *Nearly 200 cars ready for inspection and delivery, 1000 miles.* *Garrett & Son, Ltd.*, 97, *Peckham Rd.*, S.E.15.

**MORRIS TWENTY ONE** (1162)

**Morris Oxford** 18hp 1936 series 11 model, full de luxe, interior and exterior very good, good body, ideal multi-purpose car, suitable for touring caravans, private hire or other capacity involving the use of a strong solid car capable of really hard work and service—*Garrett & Son, Ltd.*, 97, *Peckham Rd.*, S.E.15.

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**MORRIS OXFORD**

**CAR MART, Ltd.**

**1949** Morris Oxford saloon, 1,000 miles; £1,025—*Car Mart, Ltd.*, 153, *Kingsland Road, W.1.* *Wenlock 5454.*

**H. A. SAUNDERS, Ltd.**, offer:—

**1949** Morris Oxford saloon, grey with beige upholstery, 6,000 miles; £965.

**H. A. SAUNDERS, Ltd.**, *Austin House, High Rd., North Finchley* (100 yds. north of *Tally Ho, Corner*), *Hillocks 0024.*

**JOHN EGERTON & Co., Ltd.**, offer:—

**1949** Morris Oxford saloon, green, heater fitted, 6,000 miles.

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## ROLLS-ROYCE

C

M AR MART, Ltd.

1938 Rolls-Royce 7-seater limousine by Thrupp &amp; Maberley, 12,000 miles, £2,500. Tel. 11102

CAR MART, Ltd., 329, Euston Rd., N.W.1. Euston 1212.

R UPON.

R IPPON.

R IPPON BROS. Ltd.

NORTHERN Rolls-Royce specialists since 1905. touring saloon, by Rippson, black with air force blue leather upholstery, good condition.

1937 Phantom III seven-seater limousine by Rippson.

1936 30hp touring limousine by Rippson.

1934 26hp 4-door sports saloon by Hooper.

You can buy with confidence from the largest distributor of Rolls-Royce cars.

R IPPON BROS. Ltd., Huddersfield 6340 (5 lines).

Also at Bradford, Leeds and Sheffield.

J ACK OLDFORD, of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFERER:—

1947 (Aug.) Silver Wraith Rolls-Royce Hooper touring saloon, black, brown leather, 27,000 miles.

1939 Rolls-Royce Wraith Park Ward saloon with div. grey with red leather.

1936 26hp 4-door saloon, black, beige leather, 28,000 miles.

DELIVERY of new and used cars quoted on application.

ADELEY HOUSE,

NORTH Audley St., W.1. Mayfair 5242. Tel. 11885

H AROLD RADFORD &amp; Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1939 Rolls Wraith four-light Windover raze-edge

coupe, 26hp, disappearing division, built-in boot.

miles 55,500. Tel. 11885.

H AROLD RADFORD &amp; Co., Ltd., Merton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

14777

A CLAND &amp; TABOR, Ltd., offer:—

20000 miles only since complete overhaul by Thrupp &amp; Maberley with Tickford folding head, black brown leather; complete car is as new; £1,250.

A PPLY Welwyn 461.

1444

M ASCOT MOTORS, Ltd., offer the following:—

1936 (Nov.) 30hp Young sports saloon.

1936 (Nov.) 30hp Freestone &amp; Webb sports saloon.

25hp Barker special foursome coupe.

25hp Arnold sports saloon.

25hp T. &amp; M. owner-driven sedan.

25hp Freestone &amp; Webb foursome coupe.

40-50 Continental sports saloon.

1930 25hp Carlton 4-light saloon.

W Royce and 3½-litre Bentleys with all types of coachwork.

M ASCOT MOTORS, Ltd., 257, Kensington Rd., London, W.8. Tel. 1251-2. 1932

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:—

1938 Rolls-Royce Phantom III saloon with division by H. J. Mulliner, 61,000 miles; £2,150.

COOMBS &amp; SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 63907-8. 1934

R OLLS-ROYCE PHANTOM II, 1934, excellent condition.

26hp 4-door, forward 6730; Rolls-Royce Phantom, £1,100. Tel. 19780.

R OLLS-ROYCE 20hp 1932 Barker Coachwork four door Saloon, leather throughout, reasonable mileage.

O WNER-DRIVER 1939 Wraith Park Ward 4-door semi-razor edge black Saloon, leather throughout, capacious boot, good condition, reasonable price.

SEEN—Alpe &amp; Saunders, Providence Court, Grosvenor Square, Mayfair—2841.

1936 Rolls-Royce 20hp 1932 2-door sports saloon by Thrupp &amp; Webb, very smart car, in excellent condition. 71,000 miles. Tel. 1251-2.

R OLLS-ROYCE 20.25 Park Ward sports saloon, 65,000 miles only, recent complete R.R. overhauls, complete condition. Tel. 1251-2.

20-25 Rolls-Royce sports saloon, H. J. Mulliner, £795. Tel. 19780.

C RAWFORD, Ltd., 6015, Western 1930.

PHANTOM 30hp Rolls-Royce unused since 1939 with new limousine coachwork, sacrifice £295. Tel. 12560.

L AWTON &amp; GOODMAN, 36, North Audley St., W.1. 12560.

EDWARDS &amp; CO. (BOURNEMOUTH), Ltd., Bournemouth, 1936, 25hp 4-door, 25,000 miles, £1,250. Tel. 12560.

R IPPON BROS. Ltd., 12, North Audley St., W.1. Tel. 12560.

1935 Rolls 7-passenger limousine, seats facing for ward, privately owned, bargain; £595. Tel. 12560.

R ELIOT, Embankment, 61. Tel. 12560.

R OLLS-ROYCE 25.30 H. J. Mulliner full rear

drive saloon, complete overhaul, superb super room condition, also 1957 Rolls-Royce 25.30, owner driven, complete, motor car exchanges, terms, Swindon Garage, 1176, Christchurch Rd., Bournemouth. Tel. Southgate 1022.

13617

## ROLLS-ROYCE

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J ACK BARCLAY, Ltd.

L ARGEST Official Retailers of Rolls-Royce and Bentley. 12, George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. 10055

L IMOUSINES—20 25hp and 25 50hp Hooper limousines, mileage all under 40,000, not ex-hire, £1,250-1,300. Tel. 12560.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 12

795 gns.—Standard 12, March 1948, foursome drop head coupe, black, tan leather, very carefully used, exceptionally good condition, terms exchange, list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1190]

## STANDARD 14

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballyards Lane, North Finchley, N.12. Tel. Hillside 4444. 1948 Standard 14 drop head coupe, black, brown leather, 1950. [1191]

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballyards Lane, North Finchley, N.12. Tel. Hillside 4444. 1948 Standard 14, £285.—Stadium Auto, 1st. New Barn St. E.13. Al. 3566. [1526]

1948 Standard 14, 100 miles, grey leather, 1949. mileage in excellent condition. £795.—J. JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 6411.

1947 (Nov.) Standard 14 saloon, lovely condition. £735.—Bowen, Hillside Garage, Edgware, Tel. Euston 4464-5. [1914]

L. F. DOWD, offer: 1948 Standard 14 saloon, black with red, 15,000 miles only, immaculate. £795.—69, Broadway, W.1. Tel. 8142. [1529]

1947 (Oct.) Standard 14 saloon, grey-blue leather, 11,000 miles, unmarked.—Ticeford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3322.

1947 Standard 14 drop head coupe, black; £750.—Blue Star Garages, 617, Finchley Rd. [1967]

L. F. DOWD, offer: 1948 Standard 14 saloon, black with red, 15,000 miles only, immaculate. £795.—69, Broadway, W.1. Tel. 8142. [1529]

1947 (Oct.) Standard 14 saloon, grey-blue leather, 11,000 miles, unmarked.—Ticeford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3322.

1948 Standard 14, 100 miles, grey, fitted radio, 100 miles, unmarked.—Wembley Court Motors, High Rd., Wembley 5221. [1965]

1947 Standard 14, black, red leather, low mileage, immaculate condition. £795.—Hendon Central Garage, Ltd., 44, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1966]

STANDARD 20

1938 Standard Flying 20 de luxe saloon, guaranteed, £245.—p.p.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [11045]

STANDARD VANGUARD

OVERSEAS LTD., Ltd.

1949 Standard Vanguard saloon, black, red leather: £1,025. For other overseas car bar-gains see page 55.

O. W. T. LTD., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [1963]

CARR BROS. offer:—

1949 Standard Vanguard in black condition as new throughout, blue leather upholstery: £900. part exchanges; open week-ends.

CARR BROS. GARAGES, Ltd., Purley, Upminster, Essex. [19904]

TOM GARNER, Ltd., offer:—

1949-50 Standard Vanguard saloon, grey with grey leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12 Peter Street, Manchester, 2. Blackfriars 9265. [1967]

CLANFIELD LAWRENCE offer:—

1949 (Oct.) Standard Vanguard, green, with red upholstered radio, 10, unmarked condition. £707.—High Rd. N.12. Finchley 0091. [1571]

W. WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, green, red cloth, radio and heater, 8,000 miles: £1,025.

Standard Vanguard, grey, red leather, 5,000 miles: £1,125.

W. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1394]

MANN EGERTON & Co., Ltd., offer:—

1949 Standard Vanguard, metallic green, 6,000 miles.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Standard Vanguard saloon, leather, one-horned & D. (Enfield), Ltd., 436, Hertford Rd., Enfield, Hertfordshire 1631. [1965]

1949 Standard Vanguard saloon, leather, one-horned & D. (Enfield), Ltd., 436, Hertford Rd., Enfield, Hertfordshire 1631. [1965]

1949 Standard Vanguard, black, heater, 1948, 10,000 miles, £125.—A.Z. Motors, Ltd., 1286, Rd. N.W.6. Mai 4723. [1286]

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service. Tel. 0208-20261. [1214]

MANN'S MOTOR MART—1949 Vanguard, 8,000 miles, champagne, heater, radio, leather, immaculate, written guarantee.—S. Warren St., W.1. Euston 4110. [1287]

L. F. DOVE, offer: 1949 Vanguard saloon, black, colour, immaculate, 12,000 miles, radio, heater, covers: £975.—69, Broadway, Wimbledon, S.W.14. [1528]

1949 (late) Vanguard, leather, H.M.V. radio, heater, loose covers, 1 owner, low mileage, recent service: £995.—P. & S. Simpson, Cadogan Lane, S.W.1. Sloane 4727. [1412]

1950 (Jan.) Standard Vanguard saloon, grey, blue leather, heater, 10,000 miles, £1,025.

TRUSTCO, Ltd., 173, Westbourne Grove, W.1. May 4774. [1967]

4,000 miles only, 1949 (November) Standard 4500 guard saloon, green, grey leather, one owner, quite indistinguishable new, written guarantee; terms exchange.—H. Edwards, 154, Gt. Titchfield Rd., W.1. Langham 0012. [1284]

## STANDARD MISCELLANEOUS

## CAR MART, Ltd.

1948 Standard 12 drop head coupe, 9,000 miles. £995.

1949 Standard Vanguard saloon, radio, heater, Euston Rd., N.W.1. Euston 1212. [1105]

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CAR AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro 6088-9. [1052]

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, green, radio, heater, radio. Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, black, 6,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, black, 6,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 12 drop head coupe, 10,000 miles.

12 drop head, black, excellent order.—Gordon House, 373, New Bond St., N.W.1. Tel. 0201-1104.

CAR AUTO SALES, Ltd., Croydon-Purley area.

Car



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

**1949** Vanguard grey estate car, licensed Jan. '50, ext. speaker, loose covers: £11.100.—Apply Taylor, Langham, Oakham. Tel. Langham 32. [1998]

## UTILITY Cars Wanted

**CASH** buyers of all vehicles; distance no object.—Huttons, Lord St., Southport. Tel. 2268.

**R**OWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1093]

**A** PRIVATE buyer will pay top price for a good car, any model Vanguard Estate car.—Write details. Box 8214.

**L**ATEST A40 Minx of Vanguard utility urgently wanted.—Adams, 685, Durham Rd., Gateshead. Tel. 75353. [1995]

## VAUXHALL 10

**1939** Vauxhall 10 saloon, recellularized, excellent condition, guaranteed: £398.—

W. T. WILKINSON, Ltd., 1. Weston Park, King's-  
Cross. Tel. 2241. [1909]

**1938** Vauxhall 10hp 4-door saloon of blue, original blue paint work, blue leather interior, good tyres, excellent chassis, taxed to the end of the year: £65.—

**M**AGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [1946]

## VAUXHALL 11

**B**ROWN's for Vauxhalls.

**1940** Vauxhall 12hp saloon de luxe, excellent condition: £450.—Brown's Garage, London (Essex) 4119 (Tube). [1913]

**1948** (May) Vauxhall 12 saloon, blue, immaculate condition: £785.—

**B**RIDGE ROAD, 1. Hackney St., Rickmansworth. Tel. Rickmansworth 2562. [1903]

**A**CHIEVE SIMONS & Co., Ltd.—1939 Vauxhall 12hp saloon, excellent condition: £450.—94, Gt. Portland St., W.1. Tel. 2241. [1904]

**£395** Vauxhall 12 1940 4-dr. sal., an excellent car mechanically, original cellulose, choice of several many others.

**B**ENSON & BROWN, 1. Clarendon Rd., Holland Park, London W.8. Tel. 5064-7. Open Mon. to Sat. 9-6. (50s Hounds Park Tube). [19610]

**565** gns.—Vauxhall 12, 1948, de luxe 4-door saloon, black, sliding head, brown leather, carefully maintained, service history, tax-free, open: 9-7 week-days and Saturdays.—Rowland & Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19200]

## VAUXHALL 14

**G**. P. (BALSHAM) Ltd., offer:—

**260** excellent condition, also 1938 touring saloon, 325sns.—2c. Bahati, Hill, S.W.12 (100 yds Chapham South Tube). Batt. 1107-8. [18173]

**1946** Vauxhall 14 saloon, radio, spotlights, de luxe, front condenser, etc.: £725.—

**F**ERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Cls. 2234. [19332]

**1947** Vauxhall 14hp saloon, black, brown leather upholstery, 9,000 miles, in excellent condition.

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Finsbury Park 5511), and 12, Chelsea Manor St., S.W.3 (Fitzalan 8818). [18176]

**VAUXHALL** 14 touring saloon, in really exceptional condition, 1937, accept £325.—Bowies, 6, Elm Park Court, Pinner. [19026]

**1938** Vauxhall 14 de luxe sun saloon, two owners, 10,000 miles since major overhaul, spotless condition, guaranteed: £395.—

**G**. THOMAS, Kin. 2241. [19065]

**£135**—1934 Vauxhall 14 de luxe saloon, excellent runner, clean hide interior; bargain—Baird Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [19052]

**1947** (November) Vauxhall 14 saloon, reconditioned engine just fitted: £750.—L. F. Dove, Ltd., 111-115, Adelcombe Rd., Croydon. Add. come: 1932. [19352]

**W**ALTERS, SCOTT, Ltd.—1937 (model) Vauxhall 14 touring saloon, black, exceptional condition: £325.—exchanges, terms—39, College Crescent, Hampstead N.5 (Grosvenor 5511). [19053]

**C**EDAR GARAGE, 1. 100, our used cars are carefully selected, tested and overhauled in our workshops before being offered for sale with a 3 months' written guarantee and 2 free after-sales service. Tel. 2234.

**1939** Vauxhall 14 saloon, black with blue leather, one owner from new, 31,000 miles, fitted reconditioned engine: £345.—

**CEDAR GARAGE**, Lee Terrace, Lewisham, Lee Green. [1940]

**1937** Vauxhall 14 saloon, black, with red leather upholstery; this car has just been restored and is in excellent condition throughout: £325.—Tarkas Smith Ltd. 97, Peckham Rd. [19711]

**£275**—Vauxhall 14 model, in good mechanical condition, new suspension, reconditioned in our workshops, 1937, accept £275.—Great Western Motors, Ltd. 6-8, Bishop's Bridge Rd. W.2 (Paddington Station). Ambassador 1061-2. [19320]

**VAUXHALL WYVERN & VELOX**

**W**HAROLD PERRY, Ltd., Invicta Works, 273, Ballards Lane, North Finchley, N.12. Tel. 4460. [1998]

**1949** Vauxhall Wyvern saloon, colour black, cloth upholstery, loose covers, immaculate condition, post-war: £350.—

**W**HAROLD PERRY, Ltd., Invicta Works, 273, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [19764]

**CAR MART**, Ltd.

**1949** Vauxhall Wyvern saloon, 6,000 miles: £355.—

**1949** 50 Vauxhall Velox saloon, 2,000 miles: £1,035.—Car Mart, Ltd., 320, Euston Rd. [1998]

**12000** miles, 1949 (June), Vauxhall Wyvern Post-War. Vauxhall required, cash payment. Morley, 54, Streatham Hill, S.W.2. Tel. 4488. [19960]

## VAUXHALL WYVERN &amp; VELOX

## VAUXHALL WYVERN &amp; VELOX

**H**. A. SAUNDERS, Ltd., offer:—

**1949** Vauxhall Wyvern saloon, green with fawn cloth upholstery, heater, 6,000 miles: £395.—

**H**. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [19985]

**G**OLDERS Green—H. A. SAUNDERS, Ltd., Golders Green, London, N.12. Vauxhall Velox 16hp saloon, 16 miles, Speedwell 0011. [1157]

**1949** (December) ex-covenanter Vauxhall Wyvern 12 saloon black, absolutely indistinguishable from new: £395. (New Vauxhall Velox, 16 miles, one owner, fitted heater, low mileage, £395.—Wembley Court Motors, High Rd., Wembley 550-2. Tel. 2241. [19985]

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SERVICE station: Cheetham Hill Rd.  
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A. RTHUR E. GOULD, Ltd., main Ford dealers, sales S.W.1. Tel. Grosvenor 4444.

F. H. PEACOCK, Ltd., main Ford dealers—Sales and service, coachbuilding, insurance—219-221, Balmham High Rd., 18, Balham. 4401 (5 lines). 104, Ford Rd., Foleshill. Folkestone 51222 (2 lines). (10096)

## FRAZER NASH

REQUESTS for information and information in respect of the Frazer Nash Le Mans Replica. Past Racer four-seater cabriolet and Mille Miglia models should be addressed to A. F. T. Ltd., Falcon Works, London Rd., Iverness. Hounslow 0011. (10670)

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7660, 7668, 7676, 7684, 7692, 7696, 7704, 7712, 7720, 7728, 7736, 7744, 7752, 7760, 7768, 7776, 7784, 7792, 7796, 7804, 7812, 7820, 7828, 7836, 7844, 7852, 7860, 7868, 7876, 7884, 7892, 7896, 7904, 7912, 7920, 7928, 7936, 7944, 7952, 7960, 7968, 7976, 7984, 7992, 7996, 8004, 8012, 8020, 8028, 8036, 8044, 8052, 8060, 8068, 8076, 8084, 8092, 8096, 8104, 8112, 8120, 8128, 8136, 8144, 8152, 8160, 8168, 8176, 8184, 8192, 8196, 8204, 8212, 8220, 8228, 8236, 8244, 8252, 8260, 8268, 8276, 8284, 8292, 8296, 8304, 8312, 8320, 8328, 8336, 8344, 8352, 8360, 8368, 8376, 8384, 8392, 8396, 8404, 8412, 8420, 8428, 8436, 8444, 8452, 8460, 8468, 8476, 8484, 8492, 8496, 8504, 8512, 8520, 8528, 8536, 8544, 8552, 8560, 8568, 8576, 8584, 8592, 8596, 8604, 8612, 8620, 8628, 8636, 8644, 8652, 8660, 8668, 8676, 8684, 8692, 8696, 8704, 8712, 8720, 8728, 8736, 8744, 8752, 8760, 8768, 8776, 8784, 8792, 8796, 8804, 8812, 8820, 8828, 8836, 8844, 8852, 8860, 8868, 8876, 8884, 8892, 8896, 8904, 8912, 8920, 8928, 8936, 8944, 8952, 8960, 8968, 8976, 8984, 8992, 8996, 9004, 9012, 9020, 9028, 9036, 9044, 9052, 9060, 9068, 9076, 9084, 9092, 9096, 9104, 9112, 9120, 9128, 9136, 9144, 9152, 9160, 9168, 9176, 9184, 9192, 9196, 9204, 9212, 9220, 9228, 9236, 9244, 9252, 9260, 9268, 9276, 9284, 9292, 9296, 9304, 9312, 9320, 9328, 9336, 9344, 9352, 9360, 9368, 9376, 9384, 9392, 9396, 9404, 9412, 9420, 9428, 9436, 9444, 9452, 9460, 9468, 9476, 9484, 9492, 9496, 9504, 9512, 9520, 9528, 9536, 9544, 9552, 9560, 9568, 9576, 9584, 9592, 9596, 9604, 9612, 9620, 9628, 9636, 9644, 9652, 9660, 9668, 9676, 9684, 9692, 9696, 9704, 9712, 9720, 9728, 9736, 9744, 9752, 9760, 9768, 9776, 9784, 9792, 9796, 9804, 9812, 9820, 9828, 9836, 9844, 9852, 9860, 9868, 9876, 9884, 9892, 9896, 9904, 9912, 9920, 9928, 9936, 9944, 9952, 9960, 9968, 9976, 9984, 9992, 9996, 10004, 10012, 10020, 10028, 10036, 10044, 10052, 10060, 10068, 10076, 10084, 10092, 10096, 10104, 10112, 10120, 10128, 10136, 10144, 10152, 10160, 10168, 10176, 10184, 10192, 10196, 10204, 10212, 10220, 10228, 10236, 10244, 10252, 10260, 10268, 10276, 10284, 10292, 10296, 10304, 10312, 10320, 10328, 10336, 10344, 10352, 10360, 10368, 10376, 10384, 10392, 10396, 10404, 10412, 10420, 10428, 10436, 10444, 10452, 10460, 10468, 10476, 10484, 10492, 10496, 10504, 10512, 10520, 10528, 10536, 10544, 10552, 10560, 10568, 10576, 10584, 10592, 10596, 10604, 10612, 10620, 10628, 10636, 10644, 10652, 10660, 10668, 10676, 10684, 10692, 10696, 10704, 10712, 10720, 10728, 10736, 10744, 10752, 10760, 10768, 10776, 10784, 10792, 10796, 10804, 10812, 10820, 10828, 10836, 10844, 10852, 10860, 10868, 10876, 10884, 10892, 10896, 10904, 10912, 10920, 10928, 10936, 10944, 10952, 10960, 10968, 10976, 10984, 10992, 10996, 11004, 11012, 11020, 11028, 11036, 11044, 11052, 11060, 11068, 11076, 11084, 11092, 11096, 11104, 11112, 11120, 11128, 11136, 11144, 11152, 11160, 11168, 11176, 11184, 11192, 11196, 11204, 11212, 11220, 11228, 11236, 11244, 11252, 11260, 11268, 11276, 11284, 11292, 11296, 11304, 11312, 11320, 11328, 11336, 11344, 11352, 11360, 11368, 11376, 11384, 11392, 11396, 11404, 11412, 11420, 11428, 11436, 11444, 11452, 11460, 11468, 11476, 11484, 11492, 11



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17/— steering nuts Ford 8, Hillman 21/6; all types stocked (steering boxes, reconditioned)—Witham's Motors, Ltd. 1934.

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S PRAY painting welding car body repairs repetition work—Grange Court Studios, Ealing 6951 (1934).

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TICKFORD, Ltd., coupe specialists: estimates given for re-covering hoods and all coachwork repairs—8, Upper St. Martin's Lane, W.C.2. Tel. Temple 8322.

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S YNTHEN 6000 (14 lines). 1934.

"SPRAYING Handbook" 1950 ed. car, caravan, industrial domestic, stoving flock, leather spraying, 5/6 pds. post paid, catalogues, 1/-—F. W. T. Morris, 19, Harrow Wood, Romford, E.7. Tel. 1934.

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290/-, 292/-, 294/-, 296/-, 298/-, 300/-, 302/-, 304/-, 306/-, 308/-, 310/-, 312/-, 314/-, 316/-, 318/-, 320/-, 322/-, 324/-, 326/-, 328/-, 330/-, 332/-, 334/-, 336/-, 338/-, 340/-, 342/-, 344/-, 346/-, 348/-, 350/-, 352/-, 354/-, 356/-, 358/-, 360/-, 362/-, 364/-, 366/-, 368/-, 370/-, 372/-, 374/-, 376/-, 378/-, 380/-, 382/-, 384/-, 386/-, 388/-, 390/-, 392/-, 394/-, 396/-, 398/-, 400/-, 402/-, 404/-, 406/-, 408/-, 410/-, 412/-, 414/-, 416/-, 418/-, 420/-, 422/-, 424/-, 426/-, 428/-, 430/-, 432/-, 434/-, 436/-, 438/-, 440/-, 442/-, 444/-, 446/-, 448/-, 450/-, 452/-, 454/-, 456/-, 458/-, 460/-, 462/-, 464/-, 466/-, 468/-, 470/-, 472/-, 474/-, 476/-, 478/-, 480/-, 482/-, 484/-, 486/-, 488/-, 490/-, 492/-, 494/-, 496/-, 498/-, 500/-, 502/-, 504/-, 506/-, 508/-, 510/-, 512/-, 514/-, 516/-, 518/-, 520/-, 522/-, 524/-, 526/-, 528/-, 530/-, 532/-, 534/-, 536/-, 538/-, 540/-, 542/-, 544/-, 546/-, 548/-, 550/-, 552/-, 554/-, 556/-, 558/-, 560/-, 562/-, 564/-, 566/-, 568/-, 570/-, 572/-, 574/-, 576/-, 578/-, 580/-, 582/-, 584/-, 586/-, 588/-, 590/-, 592/-, 594/-, 596/-, 598/-, 600/-, 602/-, 604/-, 606/-, 608/-, 610/-, 612/-, 614/-, 616/-, 618/-, 620/-, 622/-, 624/-, 626/-, 628/-, 630/-, 632/-, 634/-, 636/-, 638/-, 640/-, 642/-, 644/-, 646/-, 648/-, 650/-, 652/-, 654/-, 656/-, 658/-, 660/-, 662/-, 664/-, 666/-, 668/-, 670/-, 672/-, 674/-, 676/-, 678/-, 680/-, 682/-, 684/-, 686/-, 688/-, 690/-, 692/-, 694/-, 696/-, 698/-, 700/-, 702/-, 704/-, 706/-, 708/-, 710/-, 712/-, 714/-, 716/-, 718/-, 720/-, 722/-, 724/-, 726/-, 728/-, 730/-, 732/-, 734/-, 736/-, 738/-, 740/-, 742/-, 744/-, 746/-, 748/-, 750/-, 752/-, 754/-, 756/-, 758/-, 760/-, 762/-, 764/-, 766/-, 768/-, 770/-, 772/-, 774/-, 776/-, 778/-, 780/-, 782/-, 784/-, 786/-, 788/-, 790/-, 792/-, 794/-, 796/-, 798/-, 800/-, 802/-, 804/-, 806/-, 808/-, 810/-, 812/-, 814/-, 816/-, 818/-, 820/-, 822/-, 824/-, 826/-, 828/-, 830/-, 832/-, 834/-, 836/-, 838/-, 840/-, 842/-, 844/-, 846/-, 848/-, 850/-, 852/-, 854/-, 856/-, 858/-, 860/-, 862/-, 864/-, 866/-, 868/-, 870/-, 872/-, 874/-, 876/-, 878/-, 880/-, 882/-, 884/-, 886/-, 888/-, 890/-, 892/-, 894/-, 896/-, 898/-, 900/-, 902/-, 904/-, 906/-, 908/-, 910/-, 912/-, 914/-, 916/-, 918/-, 920/-, 922/-, 924/-, 926/-, 928/-, 930/-, 932/-, 934/-, 936/-, 938/-, 940/-, 942/-, 944/-, 946/-, 948/-, 950/-, 952/-, 954/-, 956/-, 958/-, 960/-, 962/-, 964/-, 966/-, 968/-, 970/-, 972/-, 974/-, 976/-, 978/-, 980/-, 982/-, 984/-, 986/-, 988/-, 990/-, 992/-, 994/-, 996/-, 998/-, 1000/-, 1002/-, 1004/-, 1006/-, 1008/-, 1010/-, 1012/-, 1014/-, 1016/-, 1018/-, 1020/-, 1022/-, 1024/-, 1026/-, 1028/-, 1030/-, 1032/-, 1034/-, 1036/-, 1038/-, 1040/-, 1042/-, 1044/-, 1046/-, 1048/-, 1050/-, 1052/-, 1054/-, 1056/-, 1058/-, 1060/-, 1062/-, 1064/-, 1066/-, 1068/-, 1070/-, 1072/-, 1074/-, 1076/-, 1078/-, 1080/-, 1082/-, 1084/-, 1086/-, 1088/-, 1090/-, 1092/-, 1094/-, 1096/-, 1098/-, 1100/-, 1102/-, 1104/-, 1106/-, 1108/-, 1110/-, 1112/-, 1114/-, 1116/-, 1118/-, 1120/-, 1122/-, 1124/-, 1126/-, 1128/-, 1130/-, 1132/-, 1134/-, 1136/-, 1138/-, 1140/-, 1142/-, 1144/-, 1146/-, 1148/-, 1150/-, 1152/-, 1154/-, 1156/-, 1158/-, 1160/-, 1162/-, 1164/-, 1166/-, 1168/-, 1170/-, 1172/-, 1174/-, 1176/-, 1178/-, 1180/-, 1182/-, 1184/-, 1186/-, 1188/-, 1190/-, 1192/-, 1194/-, 1196/-, 1198/-, 1200/-, 1202/-, 1204/-, 1206/-, 1208/-, 1210/-, 1212/-, 1214/-, 1216/-, 1218/-, 1220/-, 1222/-, 1224/-, 1226/-, 1228/-, 1230/-, 1232/-, 1234/-, 1236/-, 1238/-, 1240/-, 1242/-, 1244/-, 1246/-, 1248/-, 1250/-, 1252/-, 1254/-, 1256/-, 1258/-, 1260/-, 1262/-, 1264/-, 1266/-, 1268/-, 1270/-, 1272/-, 1274/-, 1276/-, 1278/-, 1280/-, 1282/-, 1284/-, 1286/-, 1288/-, 1290/-, 1292/-, 1294/-, 1296/-, 1298/-, 1300/-, 1302/-, 1304/-, 1306/-, 1308/-, 1310/-, 1312/-, 1314/-, 1316/-, 1318/-, 1320/-, 1322/-, 1324/-, 1326/-, 1328/-, 1330/-, 1332/-, 1334/-, 1336/-, 1338/-, 1340/-, 1342/-, 1344/-, 1346/-, 1348/-, 1350/-, 1352/-, 1354/-, 1356/-, 1358/-, 1360/-, 1362/-, 1364/-, 1366/-, 1368/-, 1370/-, 1372/-, 1374/-, 1376/-, 1378/-, 1380/-, 1382/-, 1384/-, 1386/-, 1388/-, 1390/-, 1392/-, 1394/-, 1396/-, 1398/-, 1400/-, 1402/-, 1404/-, 1406/-, 1408/-, 1410/-, 1412/-, 1414/-, 1416/-, 1418/-, 1420/-, 1422/-, 1424/-, 1426/-, 1428/-, 1430/-, 1432/-, 1434/-, 1436/-, 1438/-, 1440/-, 1442/-, 1444/-, 1446/-, 1448/-, 1450/-, 1452/-, 1454/-, 1456/-, 1458/-, 1460/-, 1462/-, 1464/-, 1466/-, 1468/-, 1470/-, 1472/-, 1474/-, 1476/-, 1478/-, 1480/-, 1482/-, 1484/-, 1486/-, 1488/-, 1490/-, 1492/-, 1494/-, 1496/-, 1498/-, 1500/-, 1502/-, 1504/-, 1506/-, 1508/-, 1510/-, 1512/-, 1514/-, 1516/-, 1518/-, 1520/-, 1522/-, 1524/-, 1526/-, 1528/-, 1530/-, 1532/-, 1534/-, 1536/-, 1538/-, 1540/-, 1542/-, 1544/-, 1546/-, 1548/-, 1550/-, 1552/-, 1554/-, 1556/-, 1558/-, 1560/-, 1562/-, 1564/-, 1566/-, 1568/-, 1570/-, 1572/-, 1574/-, 1576/-, 1578/-, 1580/-, 1582/-, 1584/-, 1586/-, 1588/-, 1590/-, 1592/-, 1594/-, 1596/-, 1598/-, 1600/-, 1602/-, 1604/-, 1606/-, 1608/-, 1610/-, 1612/-, 1614/-, 1616/-, 1618/-, 1620/-, 1622/-, 1624/-, 1626/-, 1628/-, 1630/-, 1632/-, 1634/-, 1636/-, 1638/-, 1640/-, 1642/-, 1644/-, 1646/-, 1648/-, 1650/-, 1652/-, 1654/-, 1656/-, 1658/-, 1660/-, 1662/-, 1664/-, 1666/-, 1668/-, 1670/-, 1672/-, 1674/-, 1676/-, 1678/-, 1680/-, 1682/-, 1684/-, 1686/-, 1688/-, 1690/-, 1692/-, 1694/-, 1696/-, 1698/-, 1700/-, 1702/-, 1704/-, 1706/-, 1708/-, 1710/-, 1712/-, 1714/-, 1716/-, 1718/-, 1720/-, 1722/-, 1724/-, 1726/-, 1728/-, 1730/-, 1732/-, 1734/-, 1736/-, 1738/-, 1740/-, 1742/-, 1744/-, 1746/-, 1748/-, 1750/-, 1752/-, 1754/-, 1756/-, 1758/-, 1760/-, 1762/-, 1764/-, 1766/-, 1768/-, 1770/-, 1772/-, 1774/-, 1776/-, 1778/-, 1780/-, 1782/-, 1784/-, 1786/-, 1788/-, 1790/-, 1792/-, 1794/-, 1796/-, 1798/-, 1800/-, 1802/-, 1804/-, 1806/-, 1808/-, 1810/-, 1812/-, 1814/-, 1816/-, 1818/-, 1820/-, 1822/-, 1824/-, 1826/-, 1828/-, 1830/-, 1832/-, 1834/-, 1836/-, 1838/-, 1840/-, 1842/-, 1844/-, 1846/-, 1848/-, 1850/-, 1852/-, 1854/-, 1856/-, 1858/-, 1860/-, 1862/-, 1864/-, 1866/-, 1868/-, 1870/-, 1872/-, 1874/-, 1876/-, 1878/-, 1880/-, 1882/-, 1884/-, 1886/-, 1888/-, 1890/-, 1892/-, 1894/-, 1896/-, 1898/-, 1900/-, 1902/-, 1904/-, 1906/-, 1908/-, 1910/-, 1912/-, 1914/-, 1916/-, 1918/-, 1920/-, 1922/-, 1924/-, 1926/-, 1928/-, 1930/-, 1932/-, 1934/-, 1936/-, 1938/-, 1940/-, 1942/-, 1944/-, 1946/-, 1948/-, 1950/-, 1952/-, 1954/-, 1956/-, 1958/-, 1960/-, 1962/-, 1964/-, 1966/-, 1968/-, 1970/-, 1972/-, 1974/-, 1976/-, 1978/-, 1980/-, 1982/-, 1984/-, 1986/-, 1988/-, 1990/-, 1992/-, 1994/-, 1996/-, 1998/-, 2000/-, 2002/-, 2004/-, 2006/-, 2008/-, 2010/-, 2012/-, 2014/-, 2016/-, 2018/-, 2020/-, 2022/-, 2024/-, 2026/-, 2028/-, 2030/-, 2032/-, 2034/-, 2036/-, 2038/-, 2040/-, 2042/-, 2044/-, 2046/-, 2048/-, 2050/-, 2052/-, 2054/-, 2056/-, 2058/-, 2060/-, 2062/-, 2064/-, 2066/-, 2068/-, 2070/-, 2072/-, 2074/-, 2076/-, 2078/-, 2080/-, 2082/-, 2084/-, 2086/-, 2088/-, 2090/-, 2092/-, 2094/-, 2096/-, 2098/-, 2100/-, 2102/-, 2104/-, 2106/-, 2108/-, 2110/-, 2112/-, 2114/-, 2116/-, 2118/-, 2120/-, 2122/-, 2124/-, 2126/-, 2128/-, 2130/-, 2132/-, 2134/-, 2136/-, 2138/-, 2140/-, 2142/-, 2144/-, 2146/-, 2148/-, 2150/-, 2152/-, 2154/-, 2156/-, 2158/-, 2160/-, 2162/-, 2164/-, 2166/-, 2168/-, 2170/-, 2172/-, 2174/-, 2176/-, 2178/-, 2180/-, 2182/-, 2184/-, 2186/-, 2188/-, 2190/-, 2192/-, 2194/-, 2196/-, 2198/-, 2200/-, 2202/-, 2204/-, 2206/-, 2208/-, 2210/-, 2212/-, 2214/-, 2216/-, 2218/-, 2220/-, 2222/-, 2224/-, 2226/-, 2228/-, 2230/-, 2232/-, 2234/-, 2236/-, 2238/-, 2240/-, 2242/-, 2244/-, 2246/-, 2248/-, 2250/-, 2252/-, 2254/-, 2256/-, 2258/-, 2260/-, 2262/-, 2264/-, 2266/-, 2268/-, 2270/-, 2272/-, 2274/-, 2276/-, 2278/-, 2280/-, 2282/-, 2284/-, 2286/-, 2288/-, 2290/-, 2292/-, 2294/-, 2296/-, 2298/-, 2300/-, 2302/-, 2304/-, 2306/-, 2308/-, 2310/-, 2312/-, 2314/-, 2316/-, 2318/-, 2320/-, 2322/-, 2324/-, 2326/-, 2328/-, 2330/-, 2332/-, 2334/-, 2336/-, 2338/-, 2340/-, 2342/-, 2344/-, 2346/-, 2348/-, 2350/-, 2352/-, 2354/-, 2356/-, 2358/-, 2360/-, 2362/-, 2364/-, 2366/-, 2368/-, 2370/-, 2372/-, 2374/-, 2376/-, 2378/-, 2380/-, 2382/-, 2384/-, 2386/-, 2388/-, 2390/-, 2392/-, 2394/-, 2396/-, 2398/-, 2400/-, 2402/-, 2404/-, 2406/-, 2408/-, 2410/-, 2412/-, 2414/-, 2416/-, 2418/-, 2420/-, 2422/-, 2424/-, 2426/-, 2428/-, 2430/-, 2432/-, 2434/-, 2436/-, 2438/-, 2440/-, 2442/-, 2444/-, 2446/-, 2448/-, 2450/-, 2452/-, 2454/-, 2456/-, 2458/-, 2460/-, 2462/-, 2464/-, 2466/-, 2468/-, 2470/-, 2472/-, 2474/-, 2476/-, 2478/-, 2480/-, 2482/-, 2484/-, 2486/-, 2488/-, 2490/-, 2492/-, 2494/-, 2496/-, 2498/-, 2500/-, 2502/-, 2504/-, 2506/-, 2508/-, 2510/-, 2512/-, 2514/-, 2516/-, 2518/-, 2520/-, 2522/-, 2524/-, 2526/-, 2528/-, 2530/-, 2532/-, 2534/-, 2536/-, 2538/-, 2540/-, 2542/-, 2544/-, 2546/-, 2548/-, 2550/-, 2552/-, 2554/-, 2556/-, 2558/-, 2560/-, 2562/-, 2564/-, 2566/-, 2568/-, 2570/-, 2572/-, 2574/-, 2576/-, 2578/-, 2580/-, 2582/-, 2584/-, 2586/-, 2588/-, 2590/-, 2592/-, 2594/-, 2596/-, 2598/-, 2600/-, 2602/-, 2604/-, 2606/-, 2608/-, 2610/-, 2612/-, 2614/-, 2616/-, 2618/-, 2620/-, 2622/-, 2624/-, 2626/-, 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2878/-, 2880/-, 2882/-, 2884/-, 2886/-, 2888/-, 2890/-, 2892/-, 2894/-, 2896/-, 2898/-, 2900/-, 2902/-, 2904/-, 2906/-, 2908/-, 2910/-, 2912/-, 2914/-, 2916/-, 2918/-, 2920/-, 2922/-, 2924/-, 2926/-, 2928/-, 2930/-, 2932/-, 2934/-, 2936/-, 2938/-, 2940/-, 2942/-, 2944/-, 2946/-, 2948/-, 2950/-, 2952/-, 2954/-, 2956/-, 2958/-, 2960/-, 2962/-, 2964/-, 2966/-, 2968/-, 2970/-, 2972/-, 2974/-, 2976/-, 2978/-, 2980/-, 2982/-, 2984/-, 2986/-, 2988/-, 2990/-, 2992/-, 2994/-, 2996/-, 2998/-, 2999/-, 3000/-, 3001/-, 3002/-, 3003/-, 3004/-, 3005/-, 3006/-, 3007/-, 3008/-, 3009/-, 3010/-, 3011/-, 3012/-, 3013/-, 3014/-, 3015/-, 3016/-, 3017/-, 3018/-, 3019/-, 3020/-, 3021/-, 3022/-, 3023/-, 3024/-, 3025/-, 3026/-, 3027/-, 3028/-, 3029/-, 3030/-, 3031/-, 3032/-, 3033/-, 3034/-, 3035/-, 3036/-, 3037/-, 3038/-, 3039/-, 3040/-, 3041/-, 3042/-, 3043/-, 3044/-, 3045/-, 3046/-, 3047/-, 3048/-, 304



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**35.00** x 18, 686/-; **35.50** x 16, 688/-; **35.50** x 17, 692/-; **35.50** x 18, 696/-; **36.00** x 16, 698/-; **36.00** x 17, 702/-; **36.00** x 18, 706/-; **36.50** x 16, 708/-; **36.50** x 17, 712/-; **36.50** x 18, 716/-; **37.00** x 16, 718/-; **37.00** x 17, 722/-; **37.00** x 18, 726/-; **37.50** x 16, 728/-; **37.50** x 17, 732/-; **37.50** x 18, 736/-; **38.00** x 16, 738/-; **38.00** x 17, 742/-; **38.00** x 18, 746/-; **38.50** x 16, 748/-; **38.50** x 17, 752/-; **38.50** x 18, 756/-; **39.00** x 16, 758/-; **39.00** x 17, 762/-; **39.00** x 18, 766/-; **39.50** x 16, 768/-; **39.50** x 17, 772/-; **39.50** x 18, 776/-; **40.00** x 16, 778/-; **40.00** x 17, 782/-; **40.00** x 18, 786/-; **40.50** x 16, 788/-; **40.50** x 17, 792/-; **40.50** x 18, 796/-; **41.00** x 16, 798/-; **41.00** x 17, 802/-; **41.00** x 18, 806/-; **41.50** x 16, 808/-; **41.50** x 17, 812/-; **41.50** x 18, 816/-; **42.00** x 16, 818/-; **42.00** x 17, 822/-; **42.00** x 18, 826/-; **42.50** x 16, 828/-; 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**64.00** x 16, 1258/-; **64.00** x 17, 1262/-; **64.00** x 18, 1266/-; **64.50** x 16, 1268/-; **64.50** x 17, 1272/-; **64.50** x 18, 1276/-; **65.00** x 16, 1278/-; **65.00** x 17, 1282/-; **65.00** x 18, 1286/-; **65.50** x 16, 1288/-; **65.50** x 17, 1292/-; **65.50** x 18, 1296/-; **66.00** x 16, 1298/-; **66.00** x 17, 1302/-; **66.00** x 18, 1306/-; **66.50** x 16, 1308/-; **66.50** x 17, 1312/-; **66.50** x 18, 1316/-; **67.00** x 16, 1318/-; **67.00** x 17, 1322/-; **67.00** x 18, 1326/-; **67.50** x 16, 1328/-; **67.50** x 17, 1332/-; **67.50** x 18, 1336/-; **68.00** x 16, 1338/-; **68.00** x 17, 1342/-; **68.00** x 18, 1346/-; **68.50** x 16, 1348/-; **68.50** x 17, 1352/-; **68.50** x 18, 1356/-; **69.00** x 16, 1358/-; **69.00** x 17, 1362/-; **69.00** x 18, 1366/-; **69.50** x 16, 1368/-; **69.50** x 17, 1372/-; **69.50** x 18, 1376/-; **70.00** x 16, 1378/-; **70.00** x 17, 1382/-; **70.00** x 18, 1386/-; **70.50** x 16, 1388/-; **70.50** x 17, 1392/-; **70.50** x 18, 1396/-; 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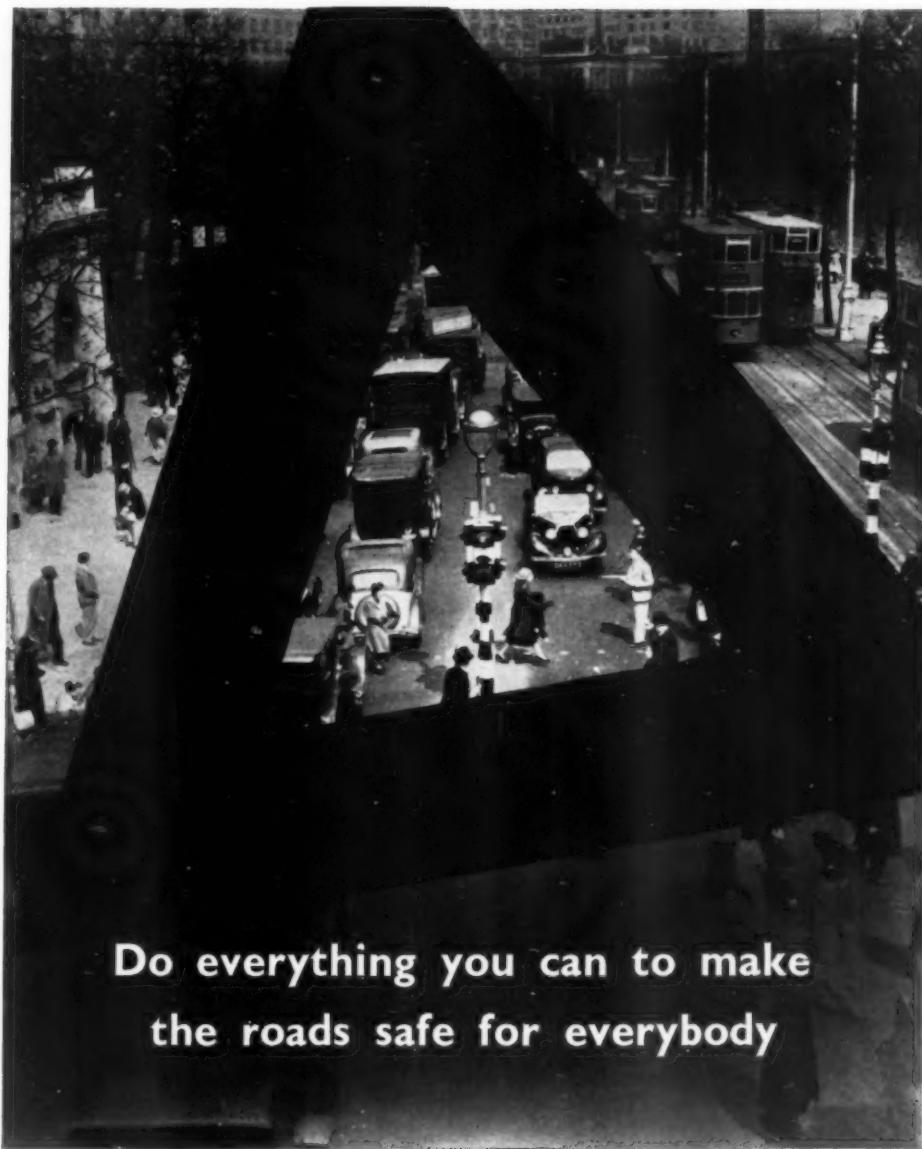


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